



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – GREAT LAKES

MICHIGAN-OHIO

RECREATIONAL CHART 14846

WEST END OF
LAKE ERIE

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

14846 14th Ed., Nov. /10

Last Correction: 12/1/2010. Cleared through:
 LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)

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HOW TO USE YOUR RECREATIONAL CHART

The purpose of this insert is to assist you in the use of this series of charts. If you are an accomplished sailor and navigator, familiar with charts and their use, then you can remove these introductory pages without affecting the use of your charts. These notes are for the use of the occasional or new chart user who sometimes has to look up the meaning of data appearing on the chart.

A. CHART VS. MAP

There are several major differences between a chart and a map, the main one being that a chart shows water depths while a map does not. Whereas a map tries to show every detail and elevation on land with a uniform blue for water, a chart shows only enough of the land features for orientation while contouring the water depths.

B. INDEX

The index of sheets shows you where each sheet of the series fits. To assist you in moving from one sheet to the next the sheets overlap and the borders of the individual sheets give the number of the adjoining sheet.

C. GENERAL CHART INFORMATION

Each sheet has the following characteristics:

Scale: Large, in order to show all navigationally important detail. A scale of 1:15,000 means that one inch on the chart represents 15,000 inches on the ground.

Distance: Bar scales are provided for measurement in both feet and miles.

Colors: Buff is used for all land areas, blue tint for water 1 to 6 ft deep, light blue tint for water 6 to 12 ft deep, white for water over 12 ft deep, yellowish-green for shallow areas that are uncovered during periods of low water, black for the shoreline and for man-made structures, and magenta for lights and important notes.

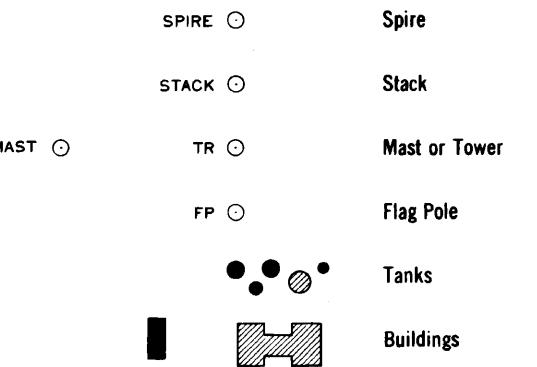
D. DEPTHS

The main purpose of a chart is to depict or indicate depths in order for you to stay in waters deep enough for your boat. To do this, you have to know the draft of your own craft (the depth of water required to keep any part of your boat from touching bottom) and the depth of the area you are moving in. Where the water is deep enough to pass your craft safely, you may cruise at will. Where it is not, you should not enter.

All point depths (soundings) and depth contours are given in feet below Low Water Datum. This is an artificial fixed water surface used as a base for measurement, and is usually lower than the water levels which normally occur during the navigation season. The fluctuations to be expected along with the actual record highs, lows, and 10-year average, are shown on the index (first) sheet for the chart folio. Generally, during the boating season the actual water level remains $\frac{1}{2}$ to 1 foot above Low Water Datum and the actual depths are correspondingly greater than charted depths, so the depths shown on the chart can be used with a slight margin of safety. But to be sure, particularly during periods of low water levels, the latest Monthly Bulletin of Lake Levels should be used with your chart. In addition, local newspapers and radio stations carry announcements of water levels and forecasts.

E. LOCATING YOURSELF

1. Landmarks—The secondary purpose of a chart, to enable you to know your boat's location, is made easy within sight of land by the use of the prominent shore line landmarks and numbered buoys or watermakers. The most obvious landmarks from the water are large smoke stacks, towers, masts and tanks. Knowing the chart symbols for these will assist you quickly to orient your chart:



On the open lake at some distance from land, the problem of location is more difficult, but from the standpoint of sufficient depths, is not as important since the water will generally be deep enough for small craft operation. However, you should check your chart to be sure.

E. 2. Buoys—The "highway" markers of the water channels are the numbered buoys. These take several sizes and shapes such as cans (squat cylinders) and nuns (cylinders with conical tops) and are placed along the sides of a channel, at turns, at points where channels divide, at harbor and marina entrances, and to mark certain obstructions, such as shoals and other underwater hazards. Those along a given channel are placed in an increasing numbered sequence moving upstream or from seaward with the even-numbered markers on the starboard (right hand) side and the odd-numbered on the port (left hand) side of the channel. In addition, the even-numbered (starboard) markers are red in color while the odd-numbered (port) markers are green. Naturally, this sequence is reversed if you are moving downstream or seaward, with even (red) on your port and odd (green) on your starboard. Identification of such aids while you are cruising not only directs or warns you but also gives you an excellent check of your position. The symbol for a floating buoy is: ⚓

Examples of floating buoys are:

Chart Symbol	Actual Appearance	Name	Meaning
G 7 ⚓		Green Can No. 7	Mark left side of channel (when traveling upstream)
R 4 ⚓		Red Nun No. 4	Mark right side of channel (when traveling upstream)
GR C ⚓		Horizontally Banded Can (unnumbered)	Marks an obstruction or junction of two channels
RW C ⚓		Vertically Striped Can (unnumbered)	Marks the fairway (middle of the channel)

3. Other Location Aids—The names of many factories, docks, and marinas can be read from the water and likewise identified on the chart to assist you in locating yourself. Other aids are bridges, overhead cables, and sometimes partly submerged objects that can be located on the chart as well as physically seen.

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F. NIGHT NAVIGATION

If you must operate your craft after dark, the chart will help you to both locate yourself and point the way—by use of the navigation lights. Some of these lights are stationary, while others are floating or buoys.

The symbol for a stationary light is a black dot with a magenta flare:

A floating light symbol is the same as that for a buoy, with a magenta disc around it:

Lighted buoys or markers are numbered and colored in the same way as unlighted buoys. The additional letters have the following meanings:

Lt	Light	Iso	Isophase
Ref	Reflector	F	Fixed
Vert	Vertical	Fl	Flashing
Y	Yellow	IQ	Interrupted Quick
G	Green	Oc	Occulting
Or	Orange	Q	Quick
R	Red	Mo (A)	Short-long Flashing
W	White		
B	Black		

The different colors of lights have no meaning other than making it possible to tell them apart, except that lighted green buoys marking the port side of a channel when proceeding from seaward show a green light, while lighted red buoys marking the starboard side show a red light.

Examples:

- G "23" F/G 4s Green Buoy No. 23 (port side going upstream) with a flashing Green Light
- R "28" Q/R Red buoy No. 28 (starboard side going upstream) with Quick Flashing Red Light
- Fl G "3" Stationary Light No. 3, with Flashing Green Light
- Fl 4s 9 STM Stationary Light, Flashing White, visible for 9 statute miles
- Fl (2) Stationary White Light, flashing in groups of two or more flashes

Range Lights—You can steer down the center of a navigation channel or properly enter a harbor by following a set of range lights, where available. These are fixed lights, higher than the usual buoy lights, some distance apart but in line with the channel, and with the rear (farther) light higher than the front (closer) light:



The lights are connected on the chart with a broken line and the true course heading toward them is shown. A range is used as follows:

If you are moving **toward** the range lights and:

You see this	It means
	You are in the channel and on course.
	You are left of proper course, guide right until lights are in line.
	You are right of proper course, guide left until lights are in line.

If you are moving **away** from the range lights, the opposite is true:

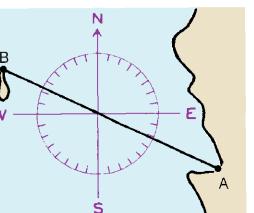
You see this	It means
	You are to the right of course, guide left until lights are in line.
	You are to the left of course, guide right until lights are in line.
	On course.

G. NAVIGATING BY COMPASS

It is a simple matter to use your chart for open water navigation. The only tools you need are a compass, a straightedge and a protractor. On each sheet of your volume is a compass rose made up of two circles. The outer circle is aligned with true north and the north-south or vertical lines on your chart. The inner circle is aligned with magnetic north for the area covered by that sheet. Each sheet should be checked since the magnetic variation (the difference between true north and magnetic north) varies from sheet to sheet, and is given in the center of the circle.

To plot a course, draw a light line on the chart connecting the points A & B that you are traveling between. Using your protractor, read the true course as, say 295° in the figure shown. (If you were traveling from B to A, the course would be 180° different from 295° , i.e., 115°). To convert this chart course to a magnetic course, determine if the magnetic variation is west or east. If west, then add the variation to the true value—if east, subtract. Therefore, if the variation were $3^\circ 30' W$, then $295^\circ + 3^\circ 30' = 298\frac{1}{2}^\circ$ would be the magnetic course from A to B.

More complete instructions in plotting courses and using the compass (especially with regard to compass deviations) may be obtained from local boating groups.



H. OTHER CHART SYMBOLS

Some of the other more common symbols you will find on your chart are:

	Submerged cable (electrical, telephone, etc.) – do not anchor
	Limits of dredging
	Rock
	Area uncovers at low water
	Swamp area
	Triangulation Station (fixed point for surveying, usually not visible from a boat).
	National Weather Service Signal Station

For complete list of chart symbols and abbreviations see Chart No. 1.

I. SERVICES AND PUBLICATIONS

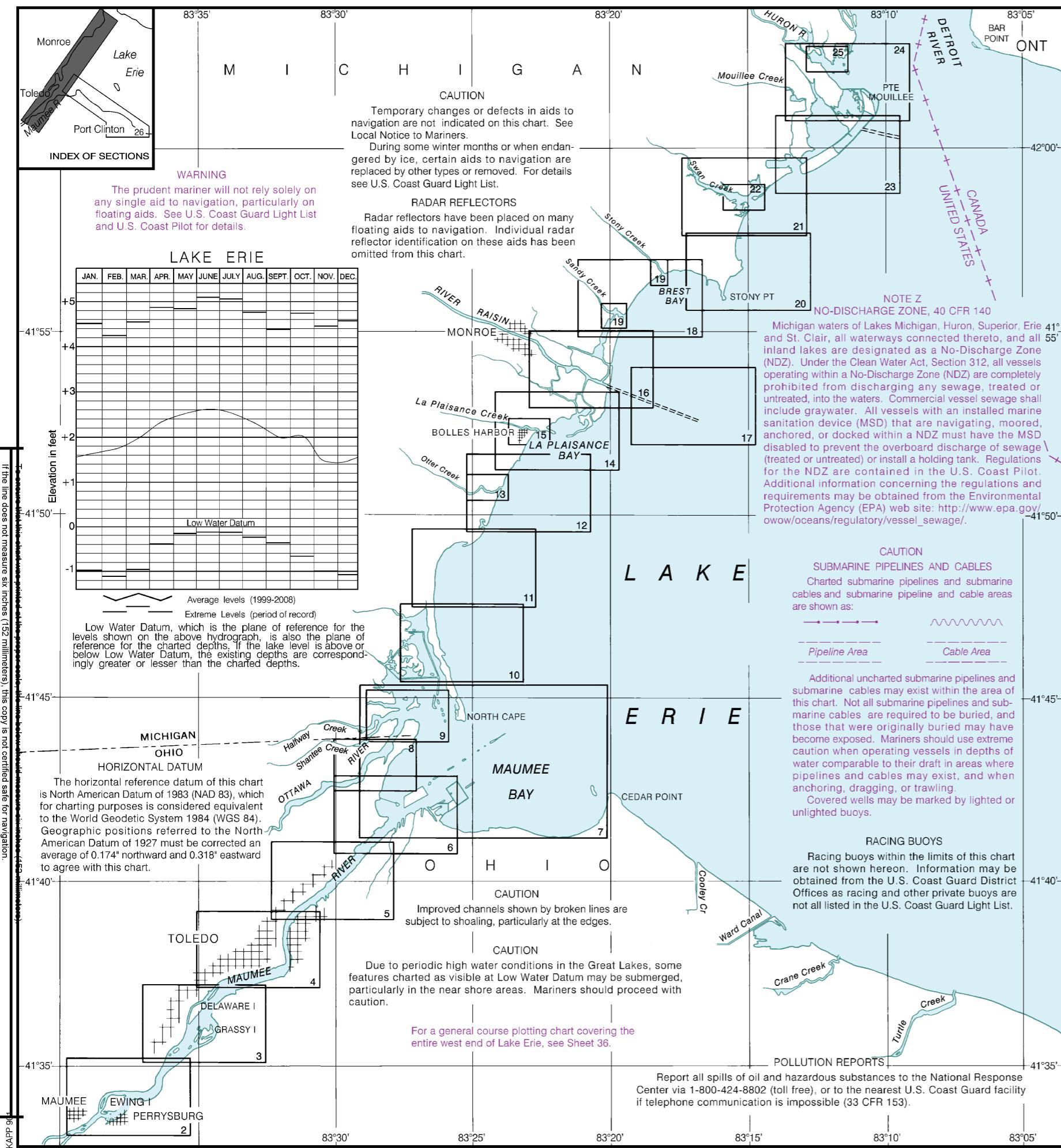
Some marinas, boatyards, docks, yacht clubs and ramps are shown along the shore line. Various types of services and supplies can be obtained at these locations. In some areas, one of the major oil companies may publish a map listing these facilities.

Other publications with additional information are:

- "Light List -- Vol VII: Great Lakes" -- USCG-COMDTPUB P16502.7
- "Rules and Regulations for Uninspected Vessels" -- USCG-258
- "Local Notice to Mariners" -- USCG (issued periodically)
- "Notice to Mariners" -- NGA (issued periodically)
- "Recreational Boating Guide" -- USCG-340
- "Pleasure Craft" -- USCG-290
- "Navigation Rules" -- USCG-COMDTPUB M16672.2C
- "Nautical Chart Symbols, Abbreviations and Terms" -- NOS-Chart No. 1

Light List and other USCG publications may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402; from the GPO Branch Bookstores located in many cities; or from GPO Sales Agents located in principal ports.

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INDEX TO SHEETS OF WEST END OF LAKE ERIE

FROM PERRYSBURG, OHIO, ON THE MAUMEE RIVER
TO HURON RIVER, MICH., AND BAR POINT, ONT.

Polyconic Projection
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 569.2 ft.

Referred to mean water level at Rimouski, Quebec International Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

CAUTION

POTABLE WATER INTAKE
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○(Accurate location) ◇(Approximate location)

TOLEDO HARBOR AND MAUMEE RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2014 AND SURVEYS TO NOV 2013							PROJECT DIMENSIONS	
CONTROLLING DEPTHS FROM SEWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
TOLEDO HARBOR								
(A) ENTRANCE CHANNEL	25.8	28.0	28.0	25.1	11-13	500	4(a)	28
(B) ENTRANCE CHANNEL	25.0	25.6	26.4	24.4	8-13	500	5	28
(C) ENTRANCE CHANNEL	23.0	24.0	22.4	15.2	7-13	500	5	28
(D) ENTRANCE CHANNEL	24.5	26.6	26.6	26.0	7-13	500-950	2(b)	28
(K) WIDENING WEST SIDE (c)	N/A	N/A	N/A	N/A	N/A	0-480	7200	28
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
MAUMEE RIVER								
(E) THENCE TO LOWER TURNING BASIN	10.7	15.1	4.9		8-13	400-100	14000	27
(F) LOWER TURNING BASIN		8.2			7-13	350	1300(b)	10
(G) THENCE TO MIDDLE TURNING BASIN	11.5	13.0	13.7		7-13	200-400	18900	27
(I) MIDDLE TURNING BASIN TO END OF PROJECT	5.9	7.8	10.4		7-13	200	2600	25*
(J) UPPER TURNING BASIN		11.1			7-13	800	1100(b)	18

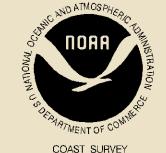
a. LENGTH VARIES DEPENDING ON THE LOCATION OF THE 28 FOOT CONTOUR IN LAKE ERIE.

b. IRREGULARLY SHAPED.

c. (K) WIDENING WEST SIDE IS AN AREA OF THE ENTRANCE CHANNEL THAT IS A WIDENING OF THE WEST SIDE OF (D) ENTRANCE CHANNEL.

(* NOT MAINTAINED).

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

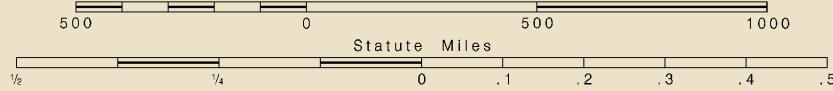


WEST END OF LAKE ERIE MAUMEE RIVER

Scale 1:15,000

SOUNDINGS IN FEET

Yards



To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

2

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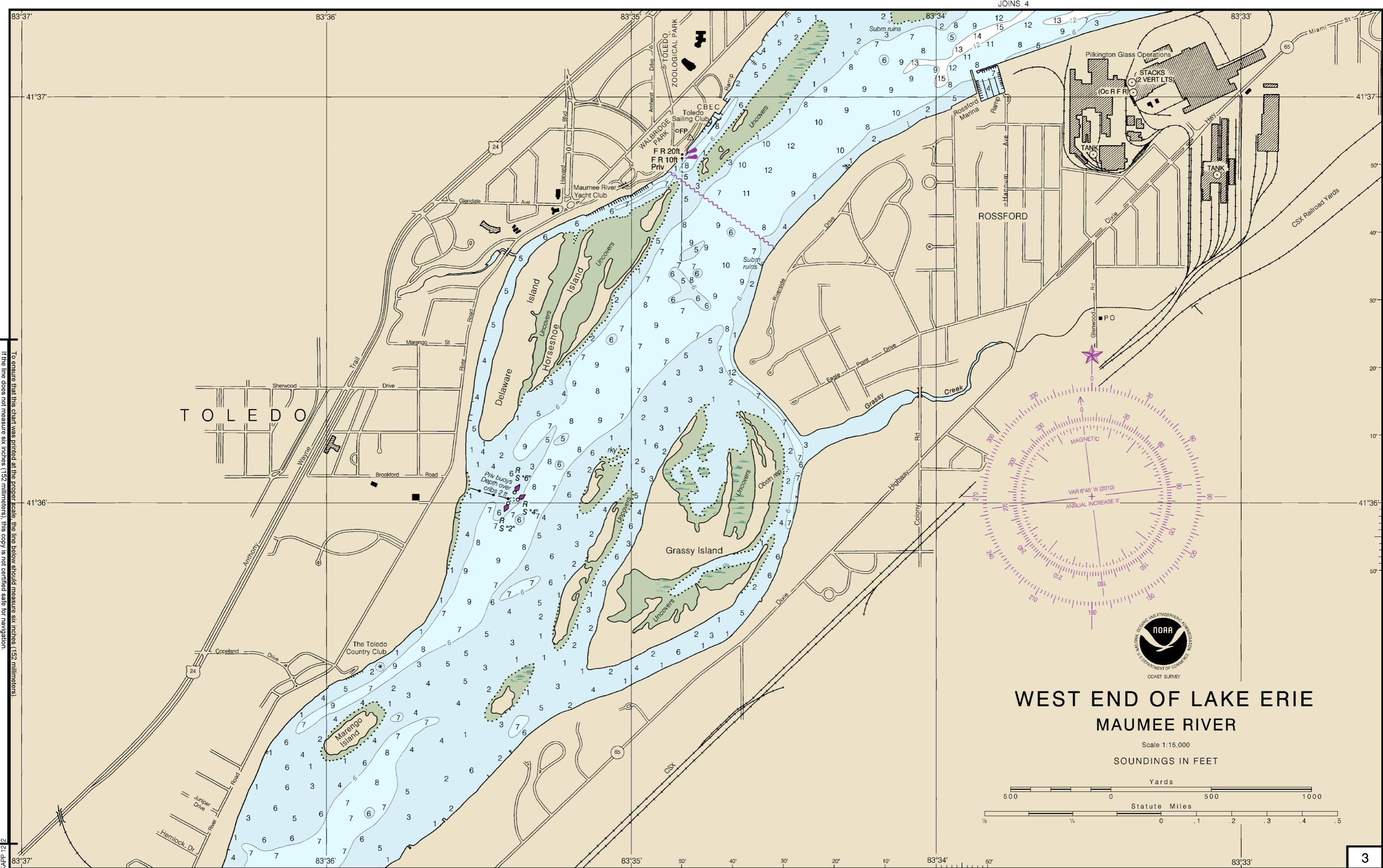
Last Correction: 4/7/2014. Cleared through:

LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)

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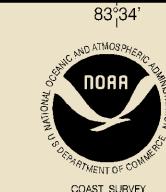
JOINS 3





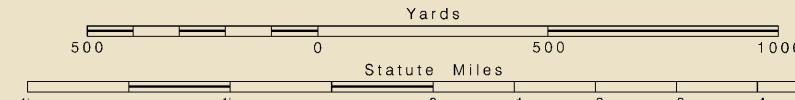
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WEST END OF LAKE ERIE MAUMEE RIVER

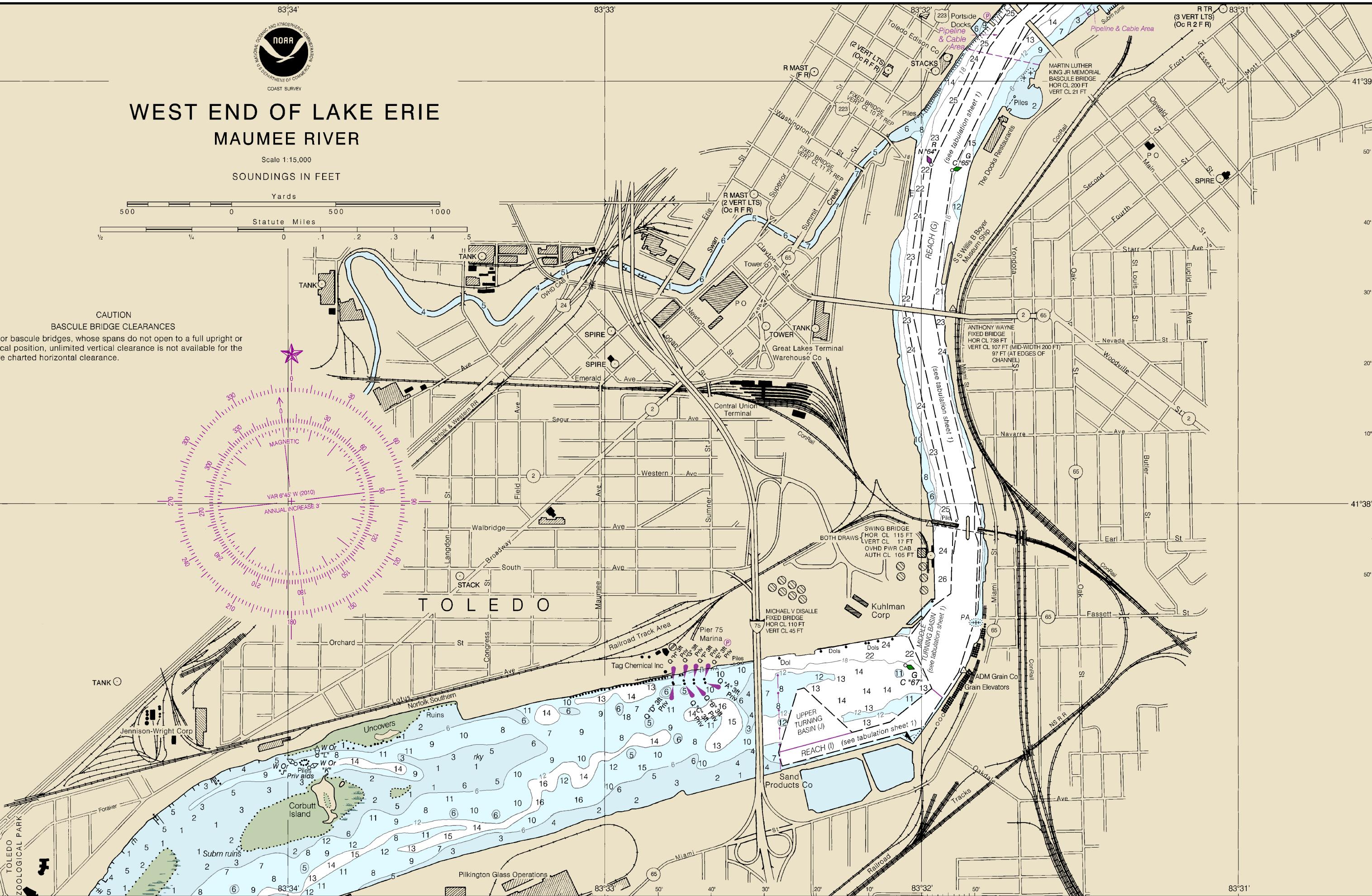
Scale 1:15,000
SOUNDINGS IN FEET



CAUTION BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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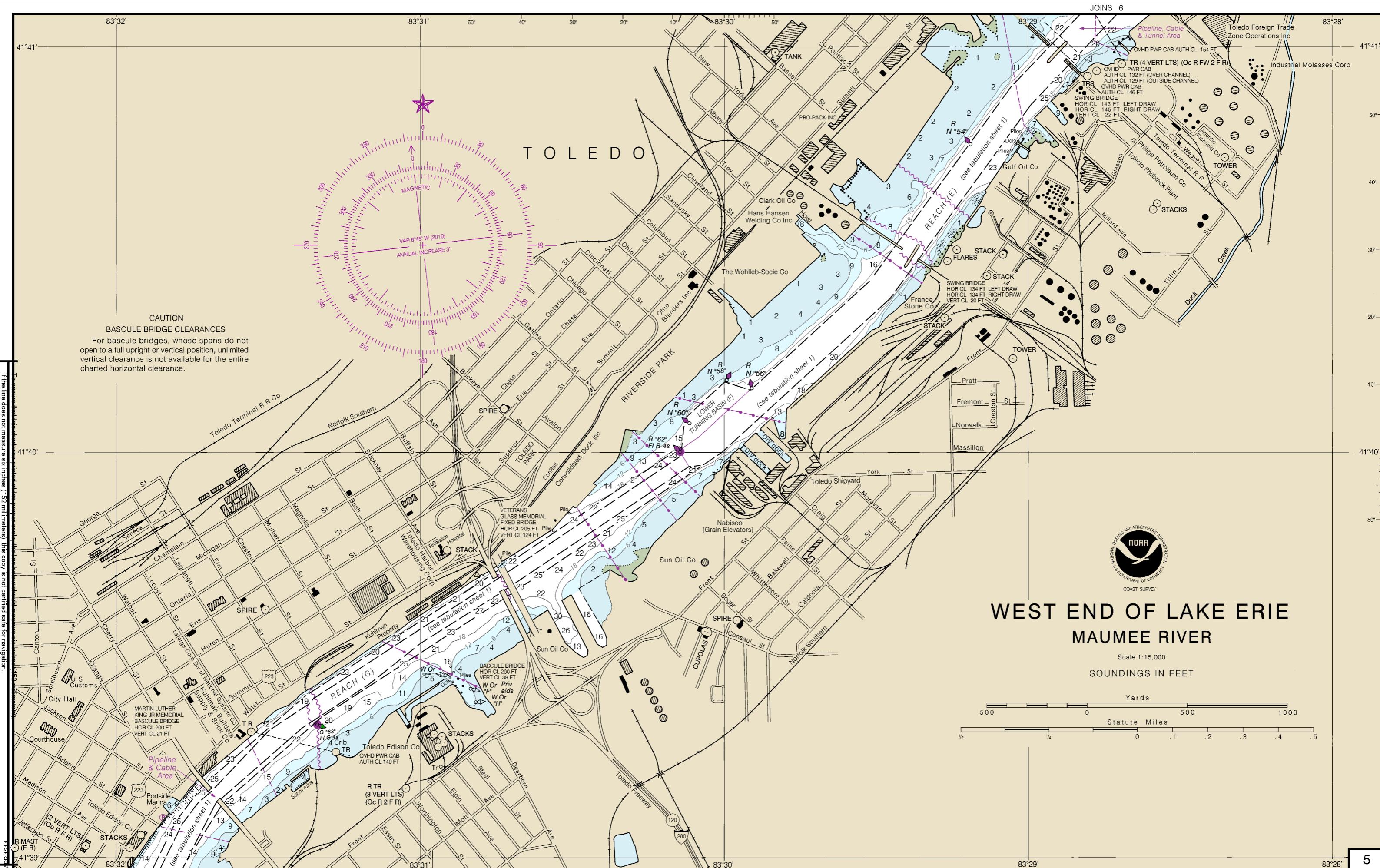
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JOINS 3

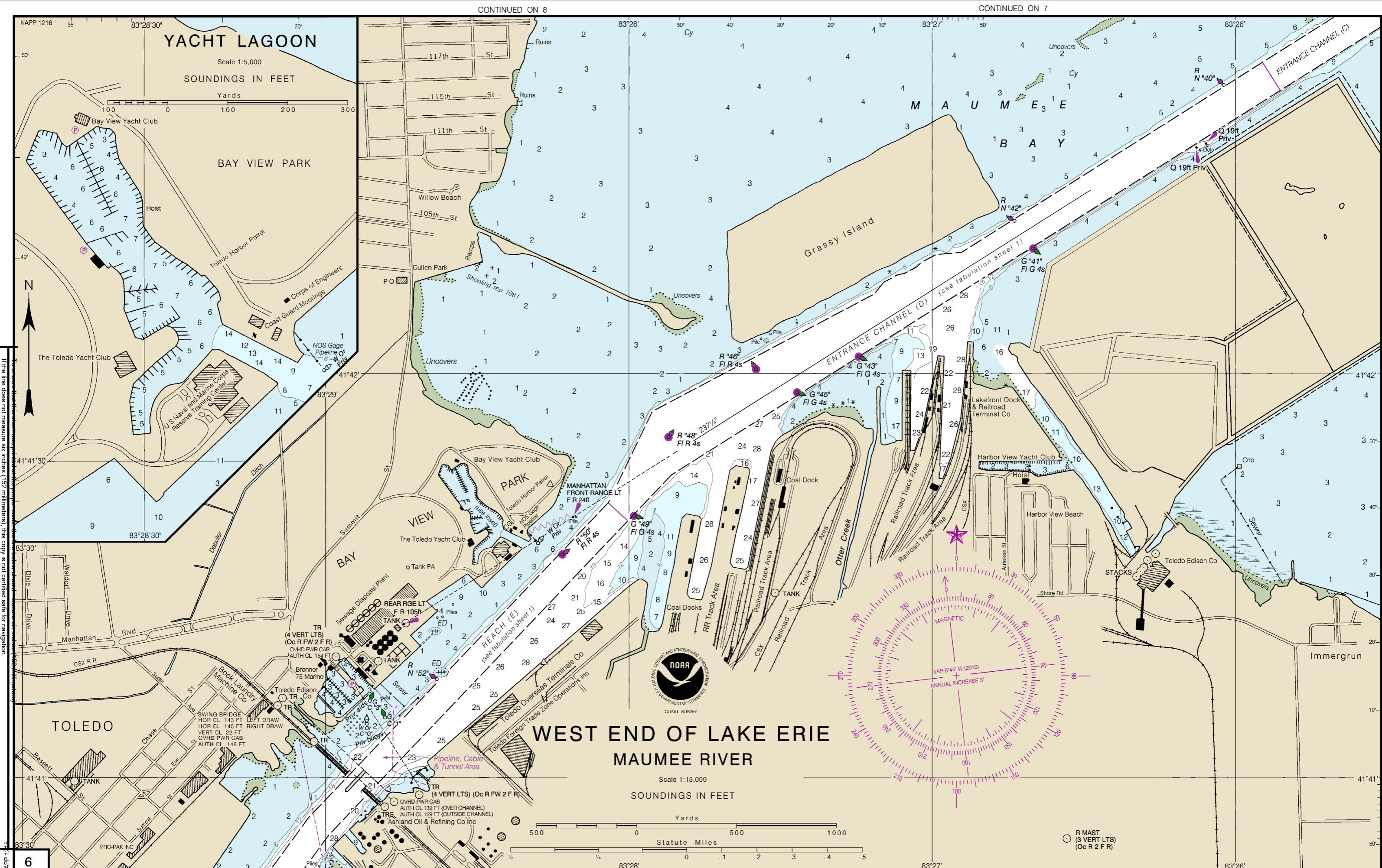
Last Correction: 10/3/2014. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)

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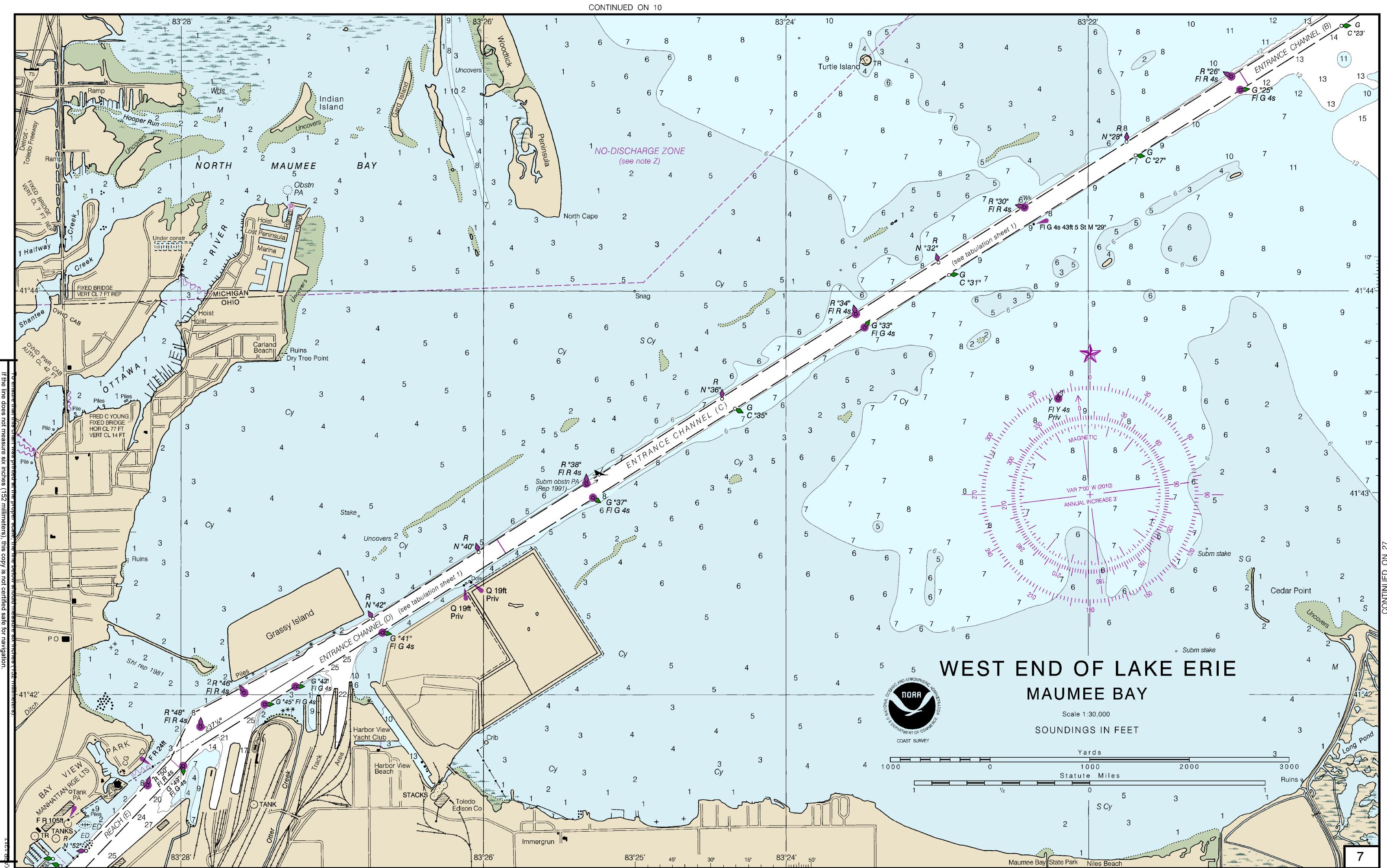


14846 14th Ed., Nov. /10

JOINS

Last Correction: 10/3/2014. Cleared through

LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)





WEST END OF LAKE ERIE

Scale 1:10,000

SOUNDINGS IN FEET



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Last Correction: 5/7/2013. Cleared through:

LNМ: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)

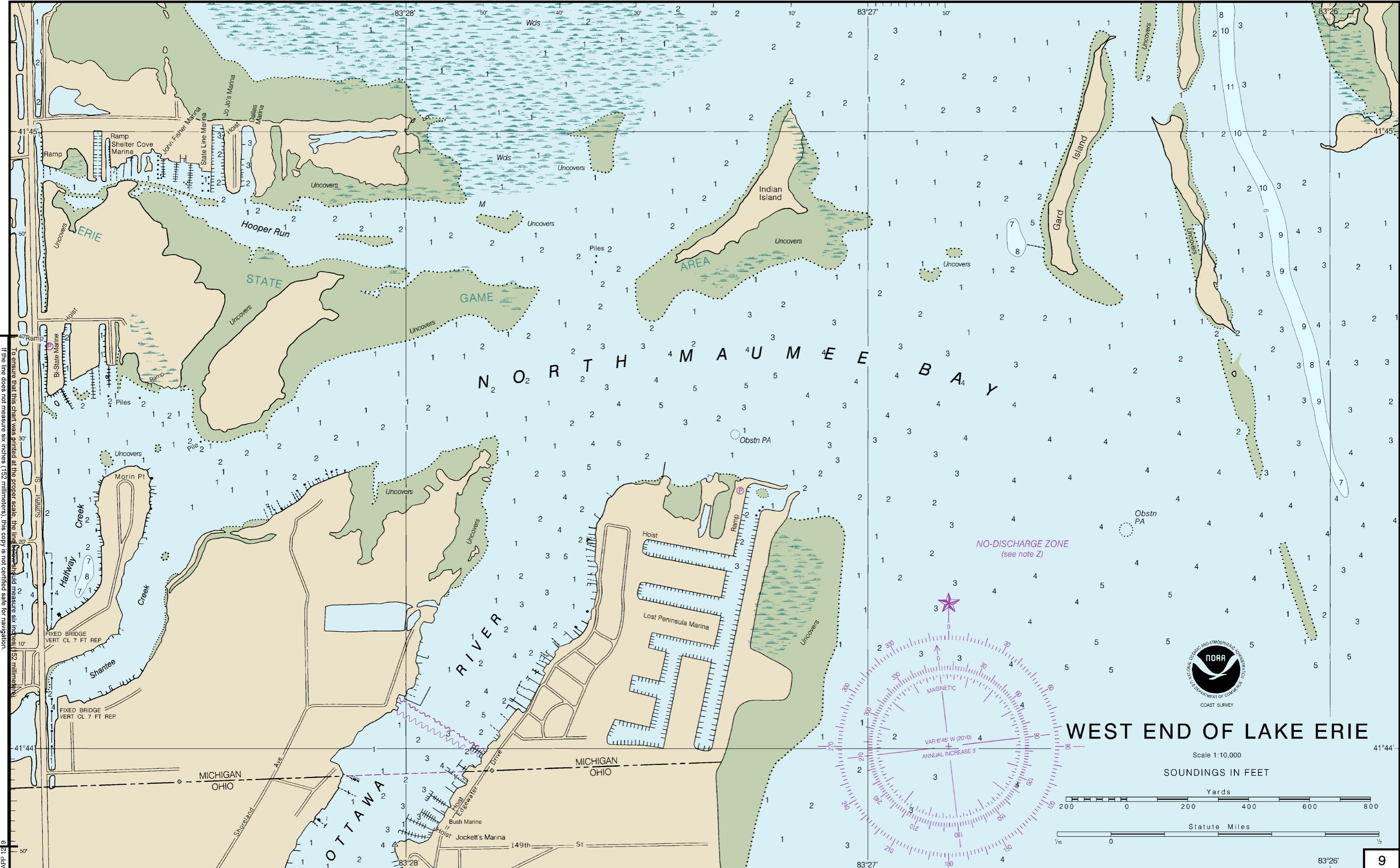
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JOINS 9



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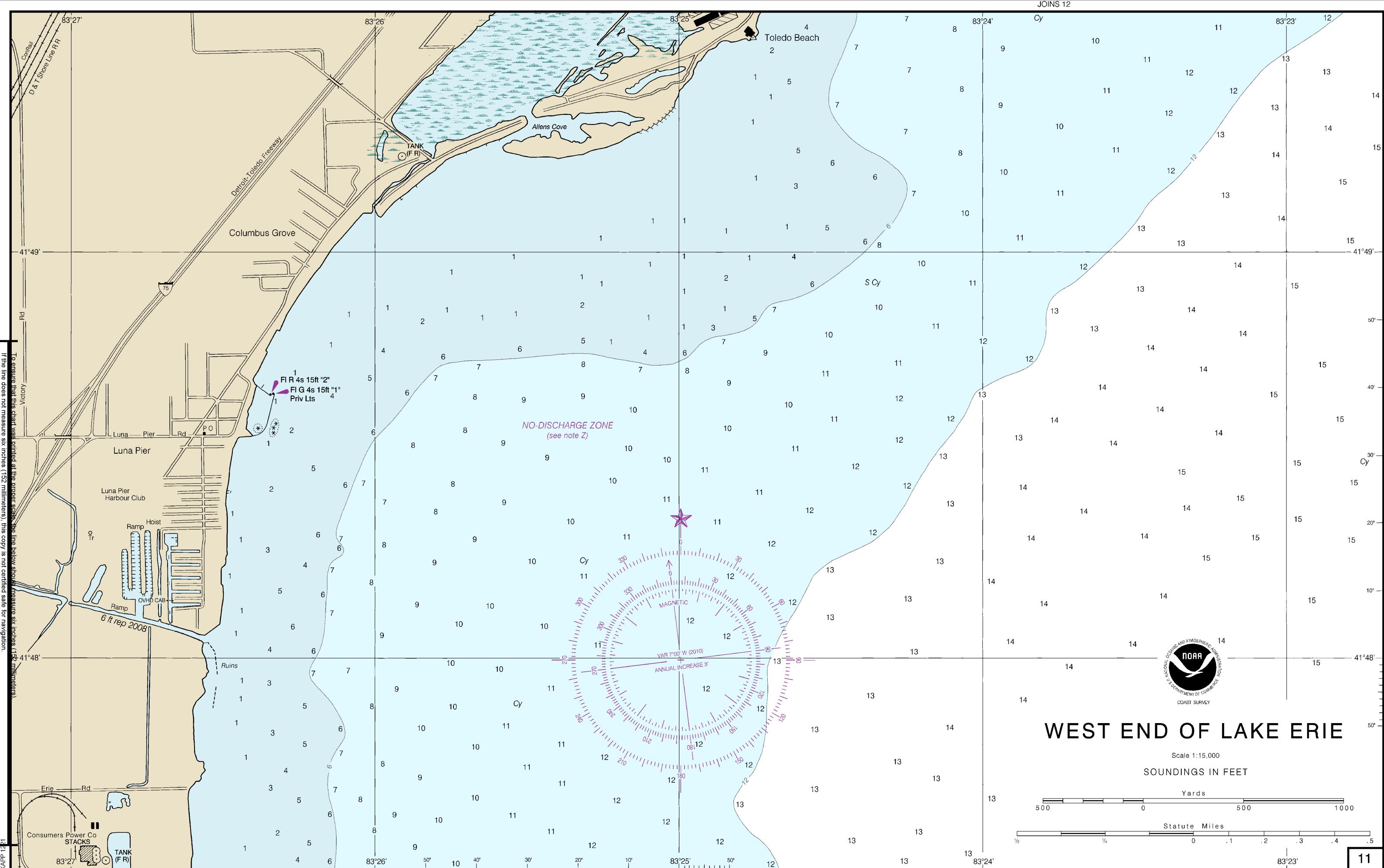
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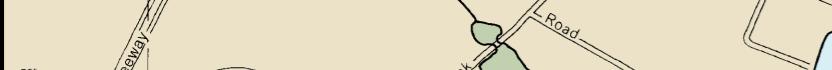
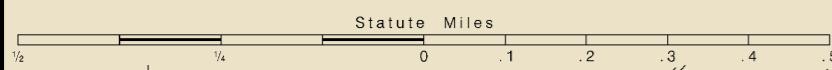
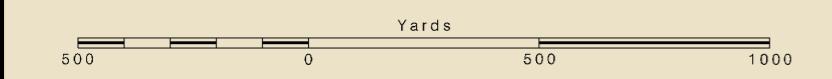
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)



WEST END OF LAKE ERIE

Scale 1:15,000

SOUNDINGS IN FEET



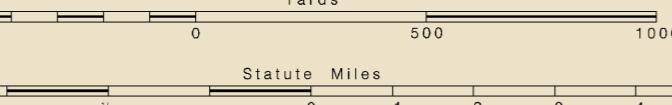




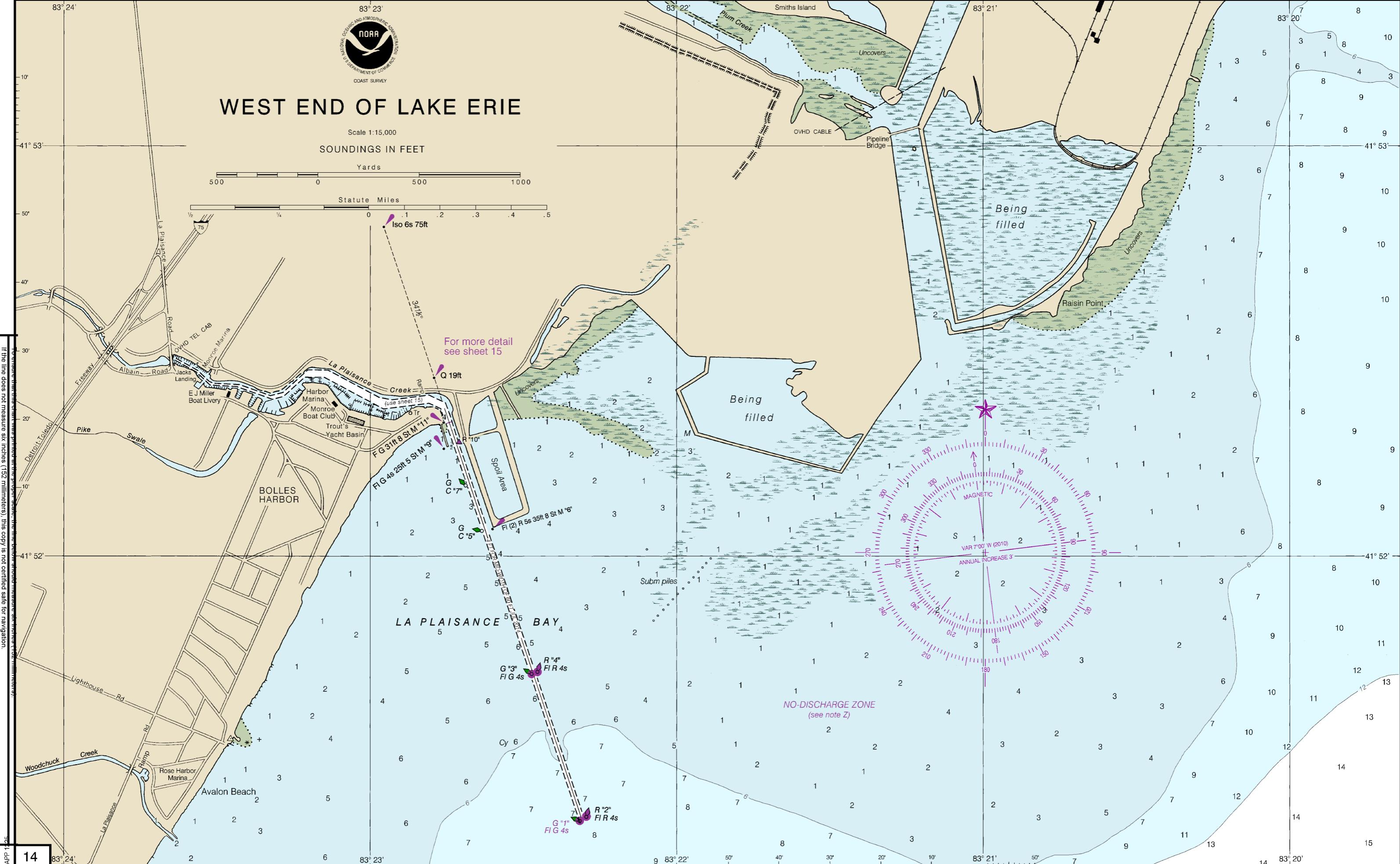
WEST END OF LAKE ERIE

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SOUNDINGS IN FEET



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JOINS 12

JOINS 16

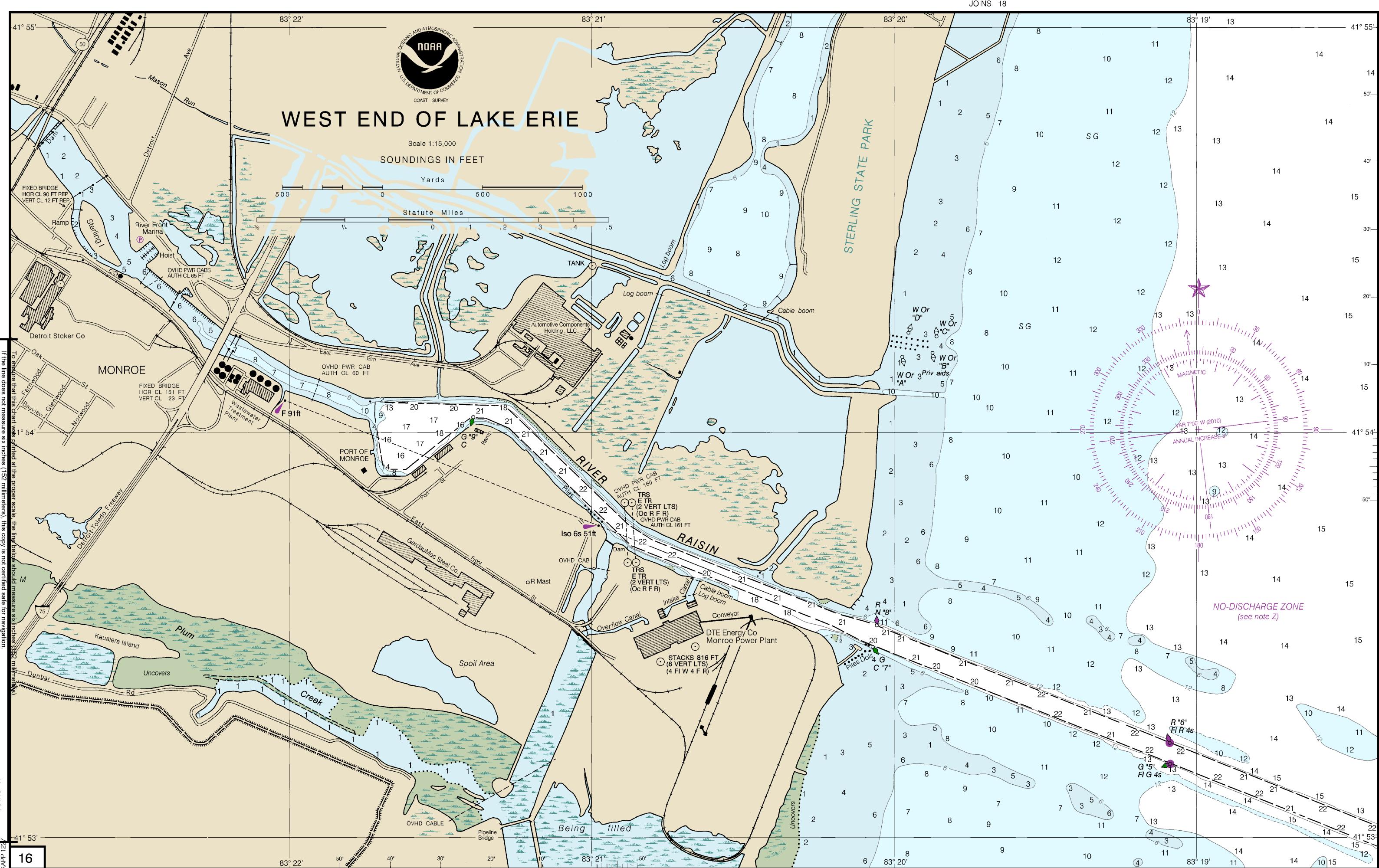
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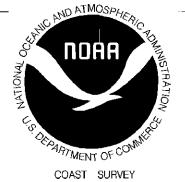


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Last Correction: 5/8/2014. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)



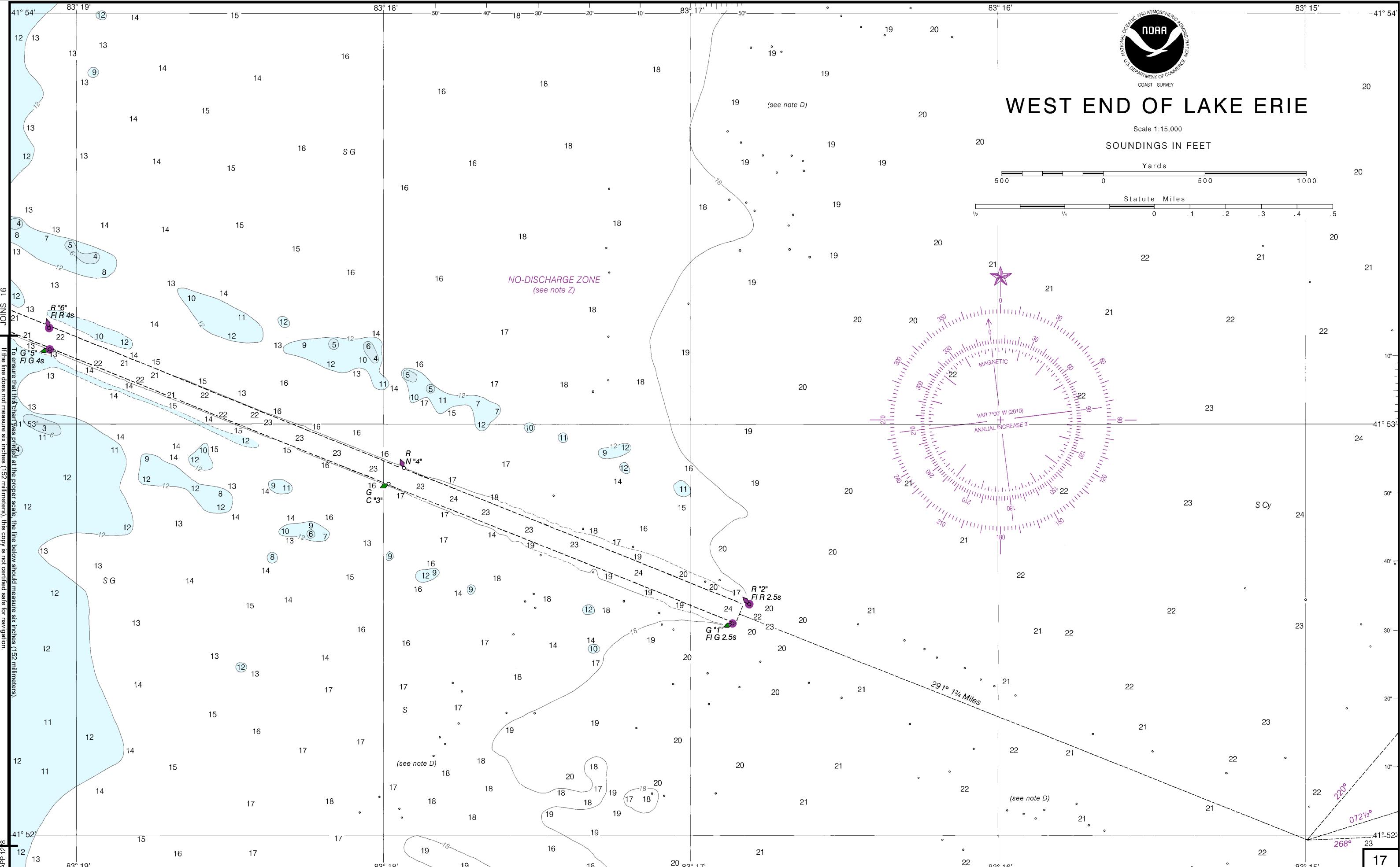
WEST END OF LAKE ERIE

Scale 1:15,000

SOUNDINGS IN FEET

Yards

Statute Miles



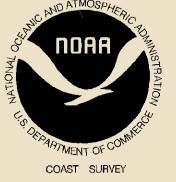
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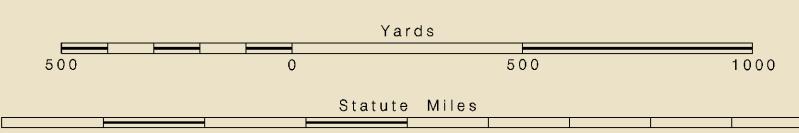
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.



WEST END OF LAKE ERIE

Scale 1:15,000

SOUNDINGS IN FEET



गो चाहाए प्राप्ति वाला उनके वास्तविक अवस्था की जांच करें। यदि इसकी वाली नहीं होती, तो यह नक्षत्र अनुप्रयोग से बचना चाहिए।

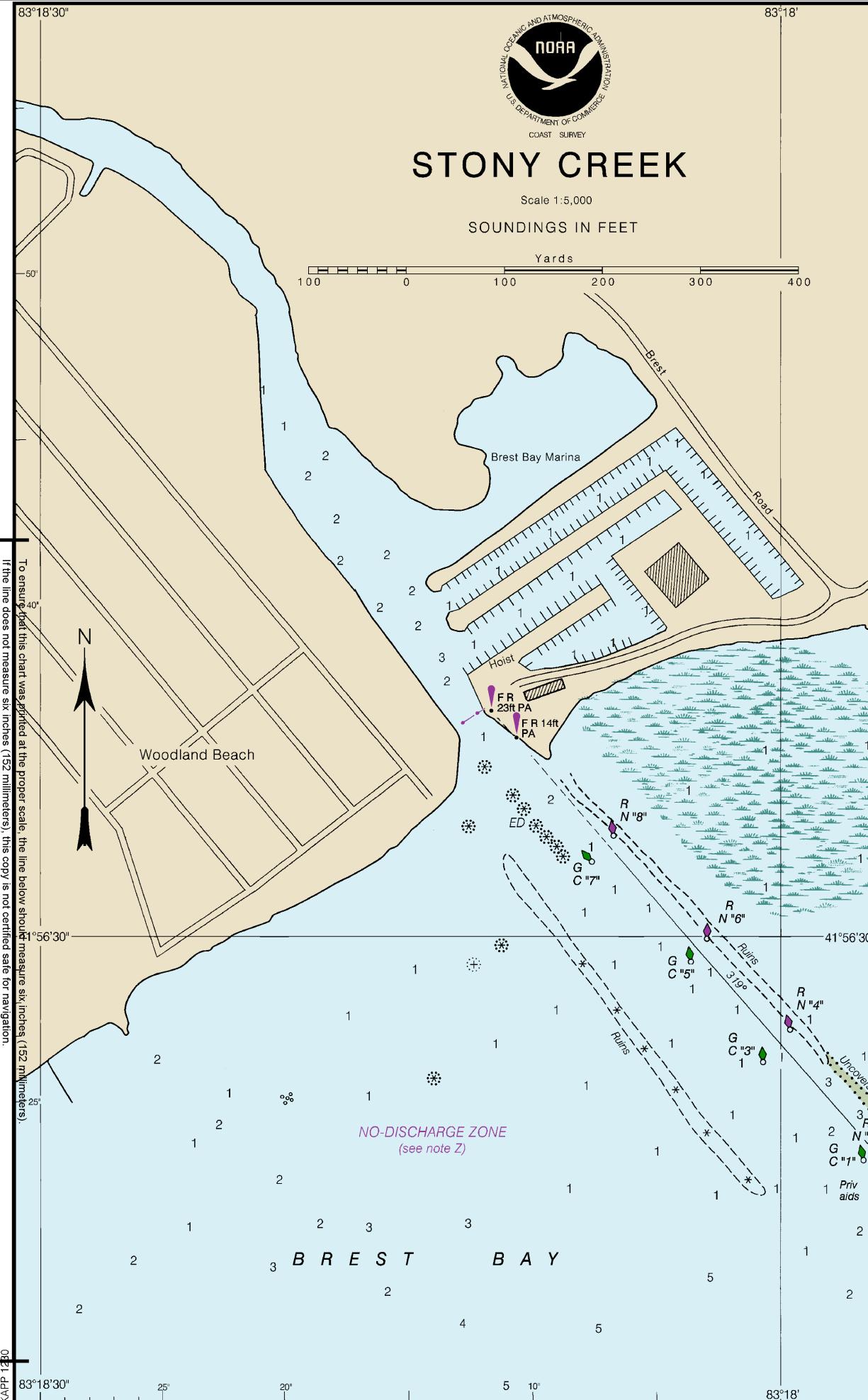
For more details see Sheet 19

For more detail
see Sheet 19

4846 14th Ed., Nov. /10; Corrected Through NM Nov. 20/10, LNM Nov. 09/10

Last Correction: 12/1/2010. Cleared through:

LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)





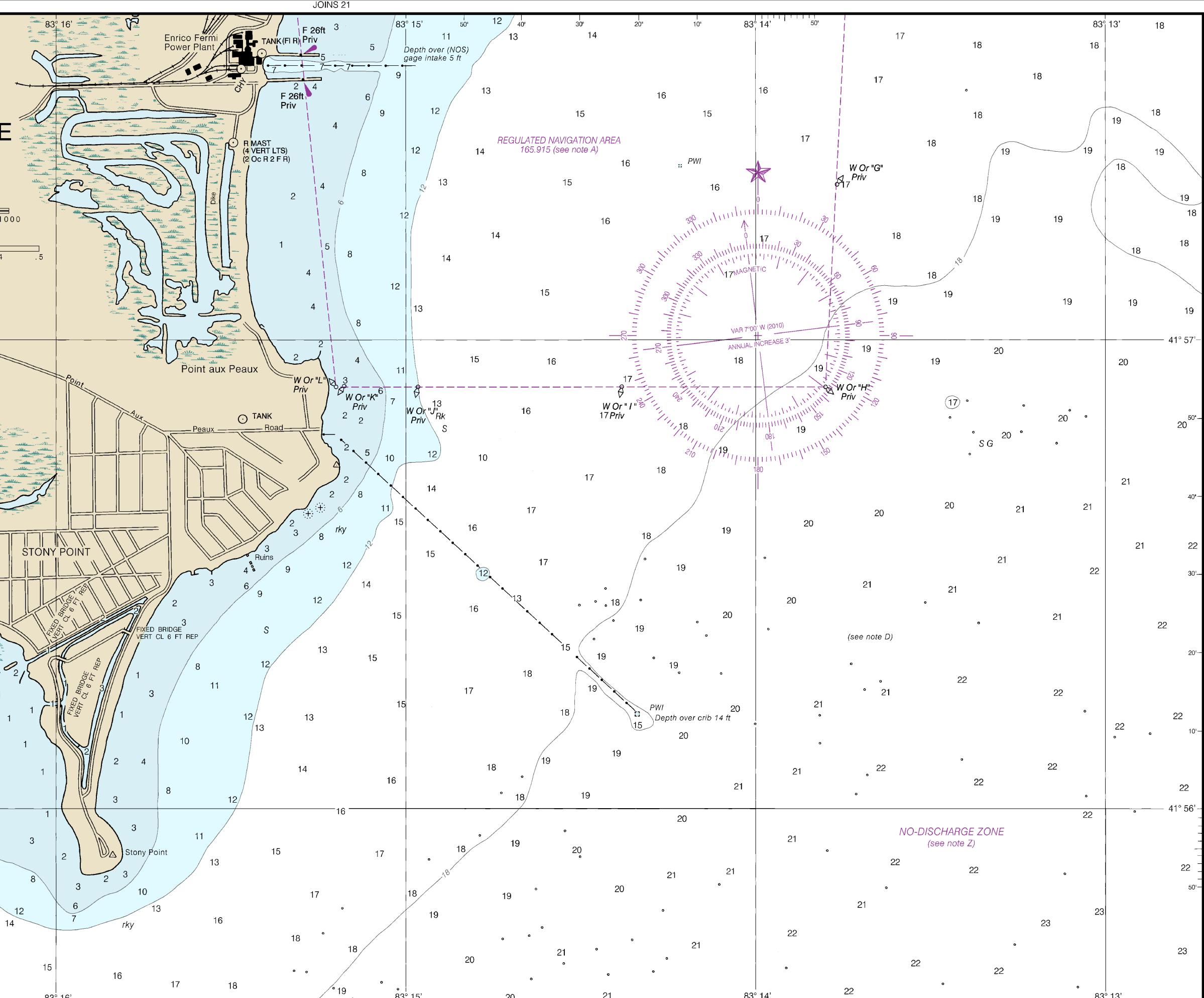
WEST END OF LAKE ERIE

Scale 1:15,000

SOUNDINGS IN FEET

Yards
500 0 500 1000

Statute Miles
1/2 0 .1 .2 .3 .4 .5



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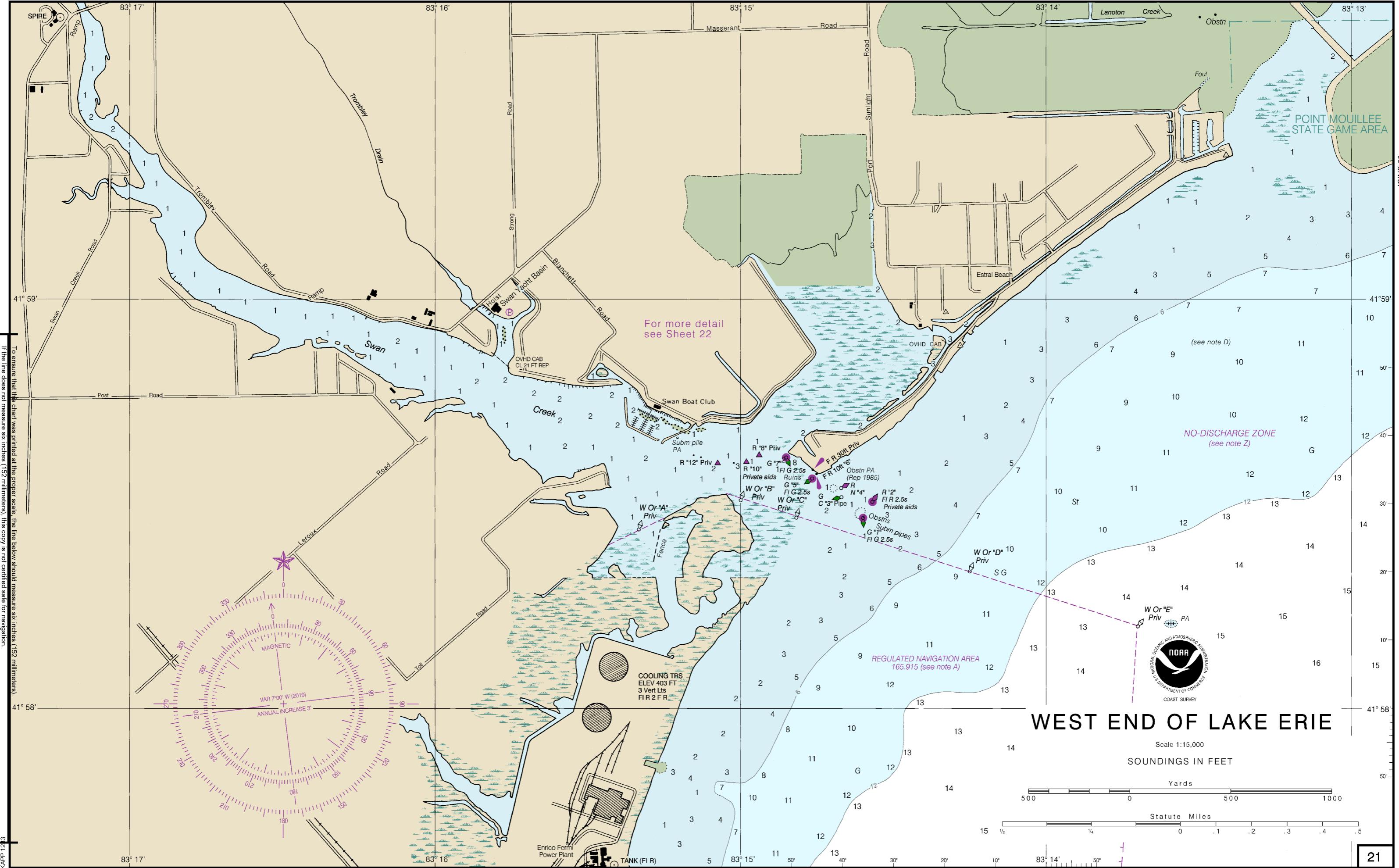
14846 14th Ed., Nov. /10; Corrected Through NM Nov. 20/10, LNM Nov. 09/10

Last Correction: 1/3/2012. Cleared through:

LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)

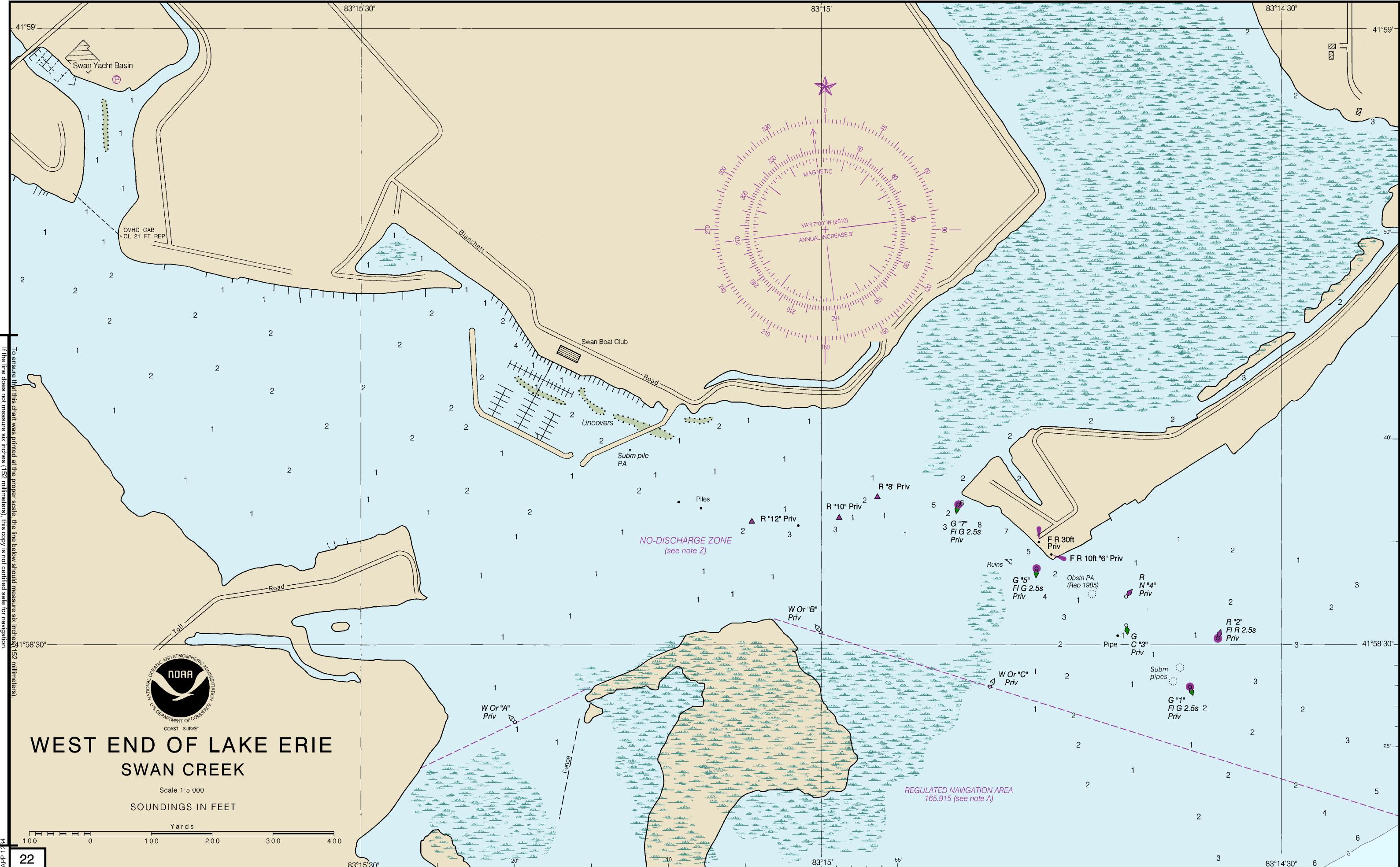
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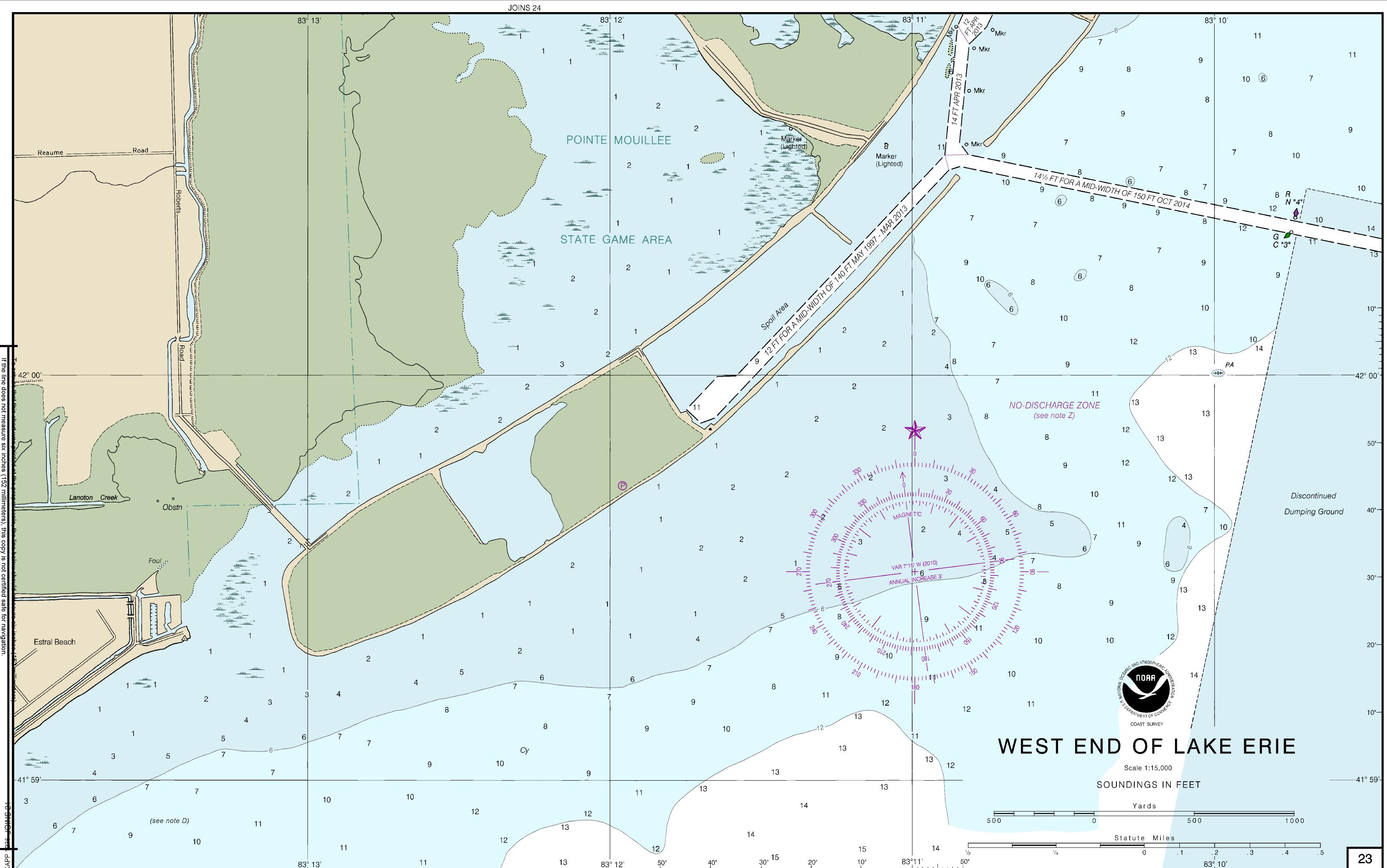
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14846 14th Ed., Nov. /10; Corrected Through NM Nov. 20/10, LNM Nov. 09/10

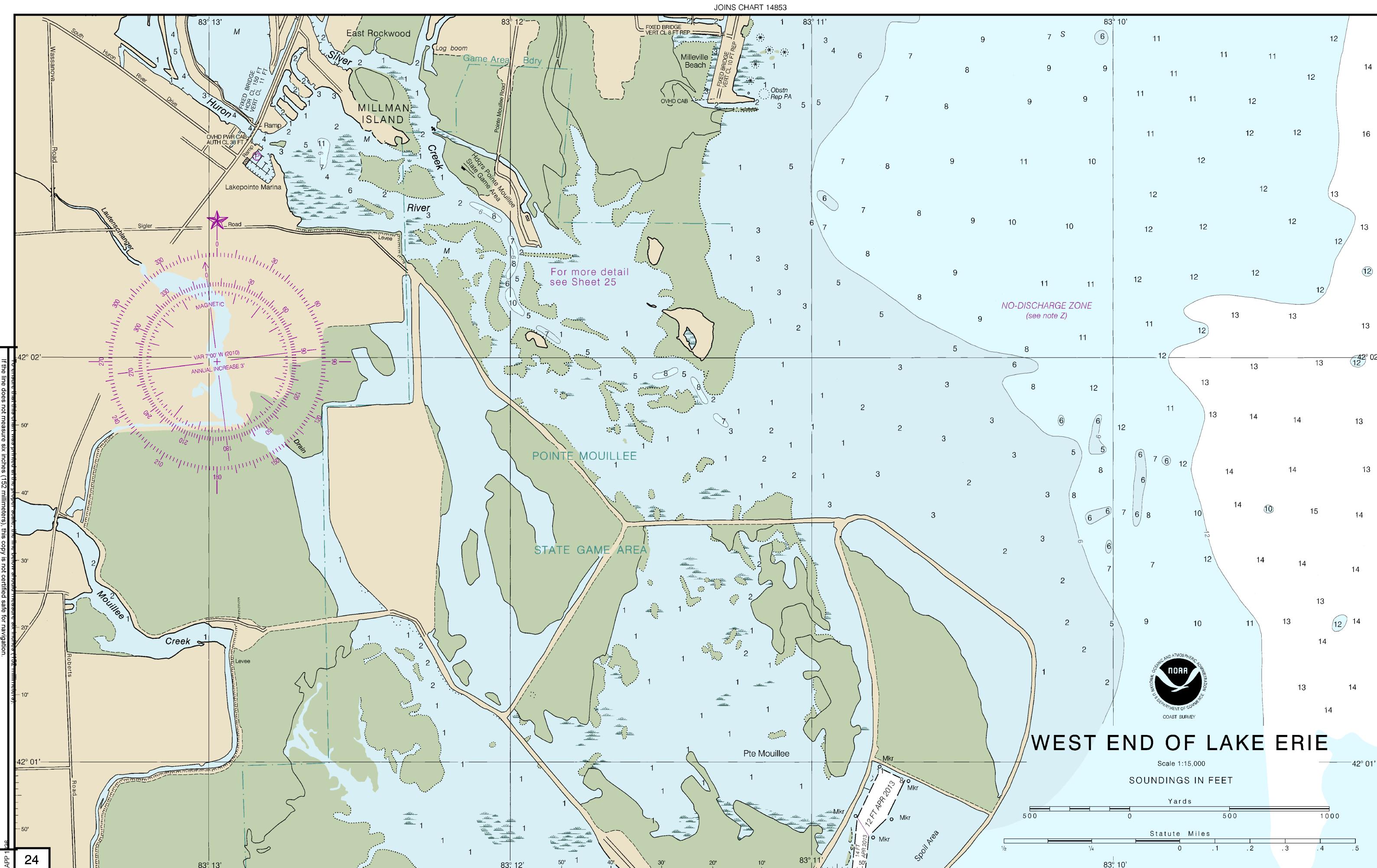
Last Correction: 12/1/2010. Cleared through:
MMI-SCM-F (2017-12-17) MMI-SCM-F (2017-12-17)

LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)



14846 14th Ed., Nov. /10; Corrected Through NM Nov. 20/10, LNM Nov. 09/10

Last Correction: 1/23/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)



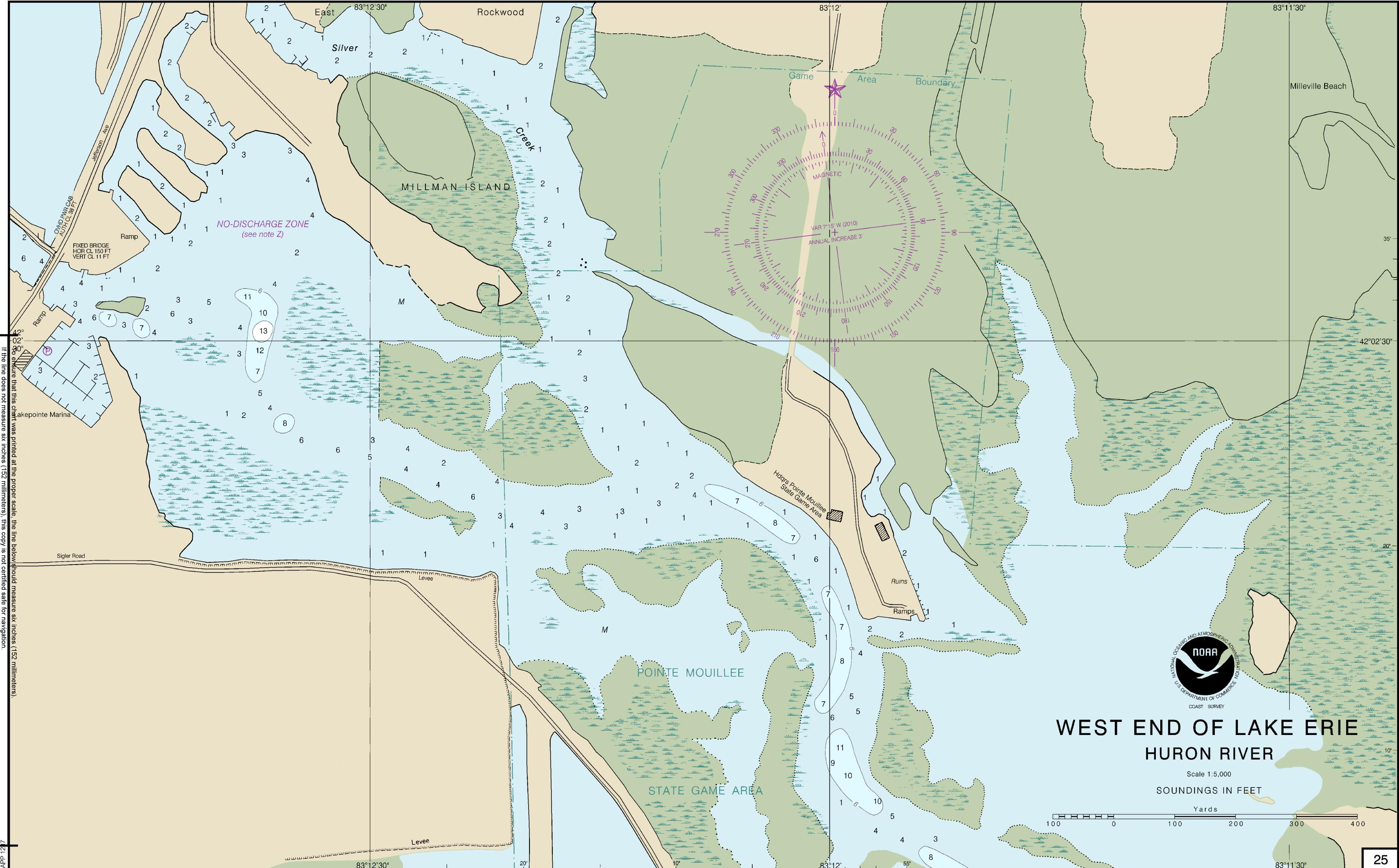
14846 14th Ed., Nov. /10; Corrected Through NM Nov. 20/10, LNM Nov. 09/10

JOINS

Last Correction: 1/23/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)

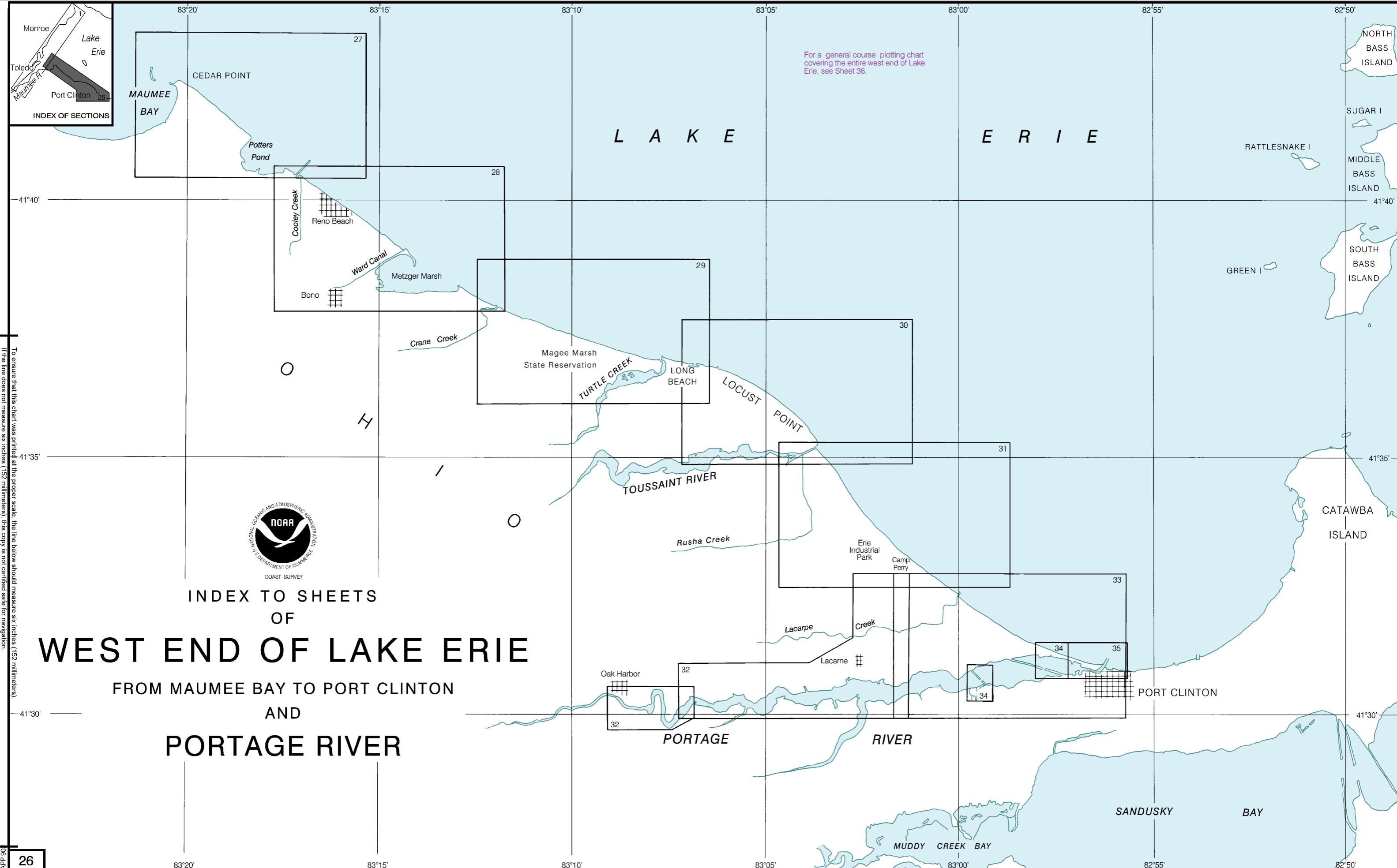
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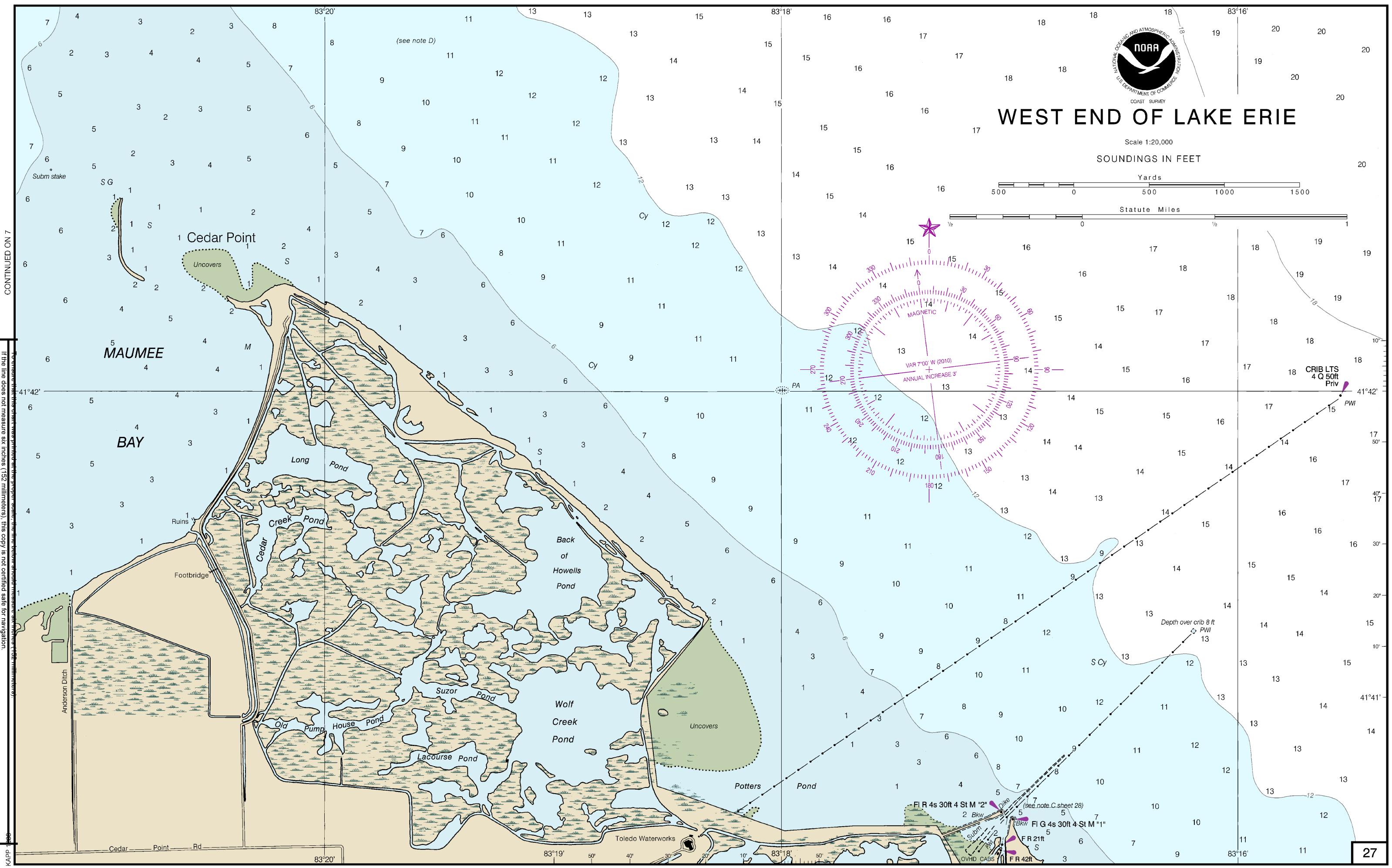
WEST END OF LAKE ERIE

Scale 1:20,000

SOUNDINGS IN FEET

Yards

Statute Miles

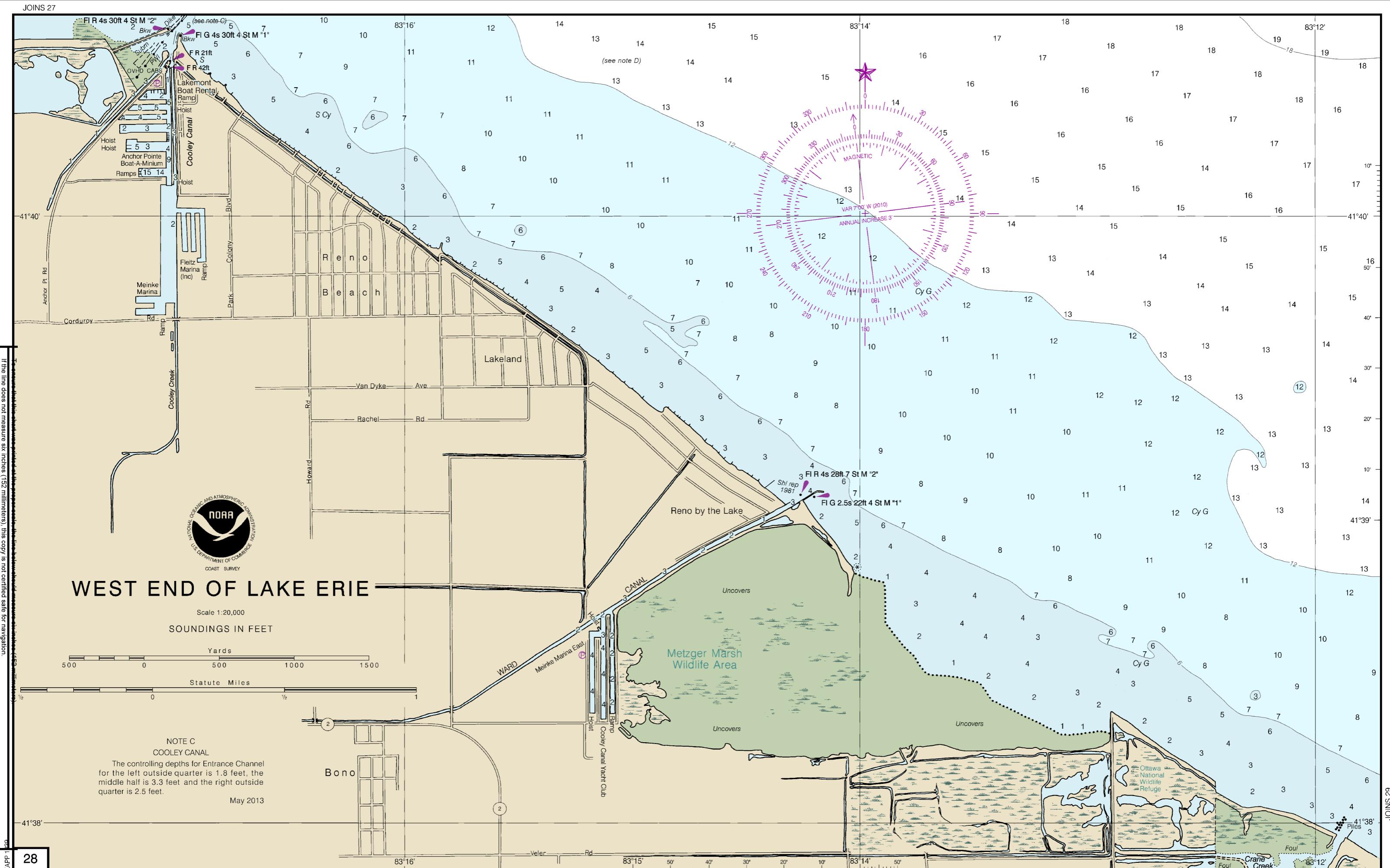


14846 14th Ed., Nov. /10; Corrected Through NM Nov. 20/10, LNM Nov. 09/10

JOINS 28

Last Correction: 4/14/2015. Cleared through:

LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)



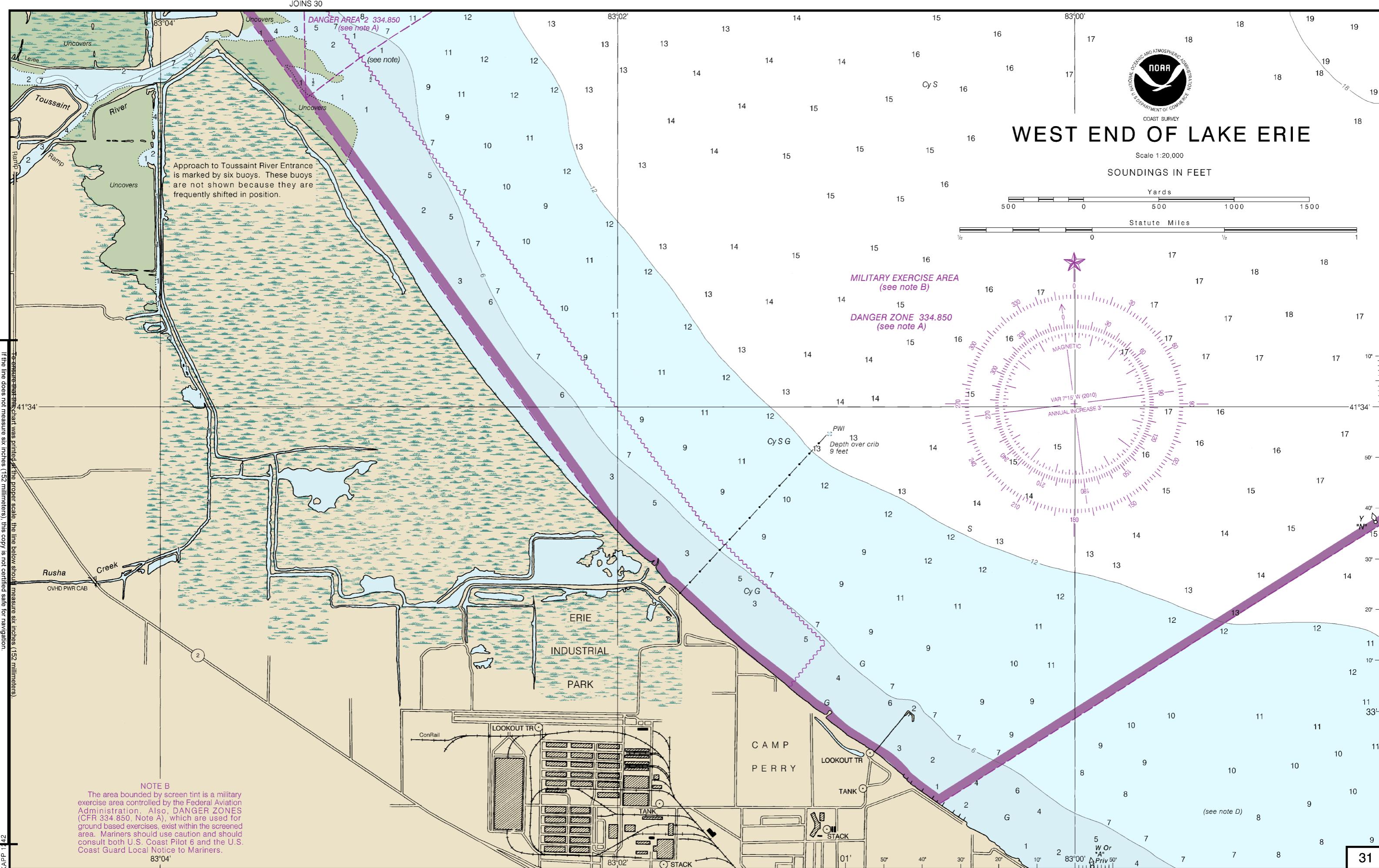
Last Correction: 4/14/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)



14846 14th Ed., Nov. /10; Corrected Through NM Nov. 20/10, LNM Nov. 09/10

Last Correction: 12/1/2010. Cleared through:

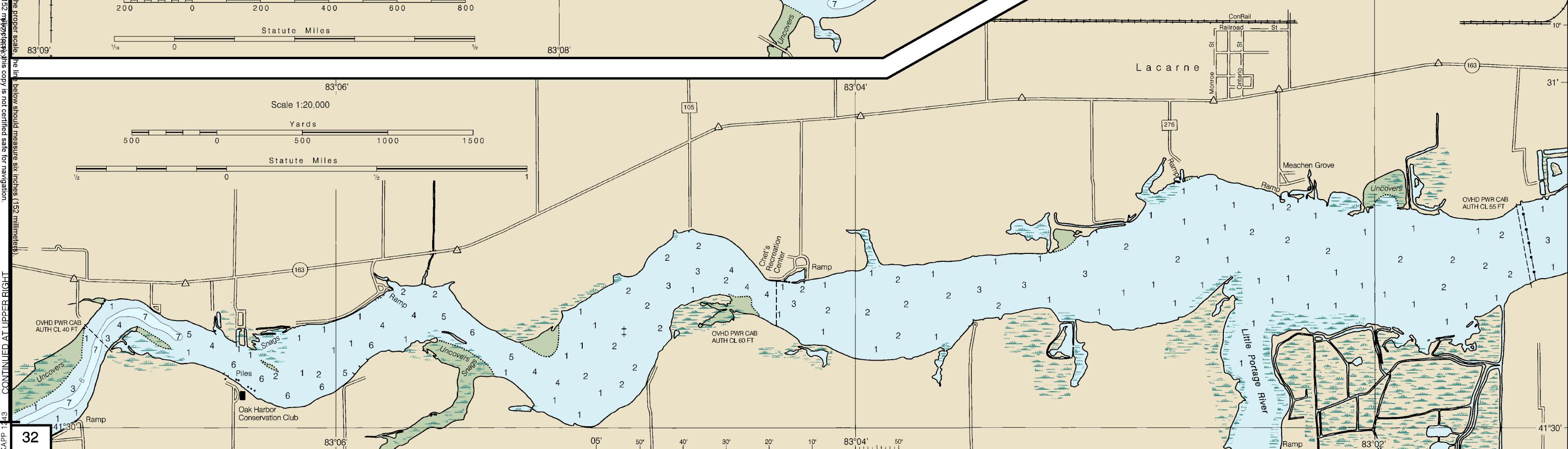
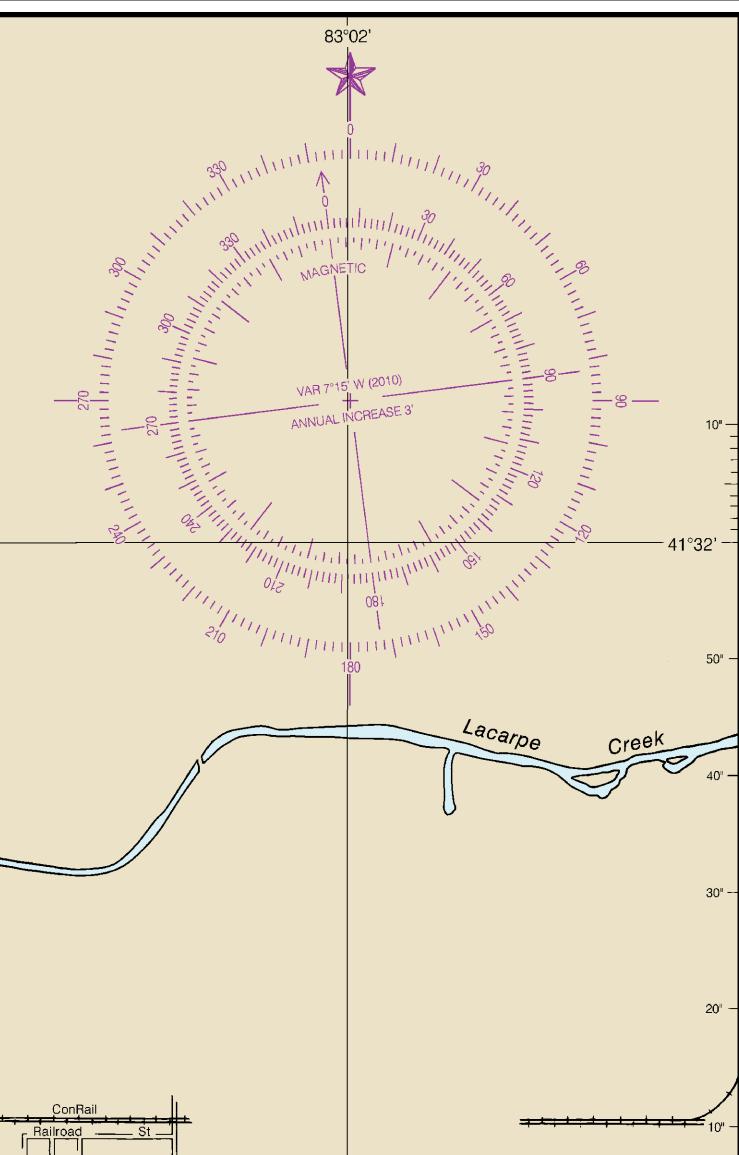
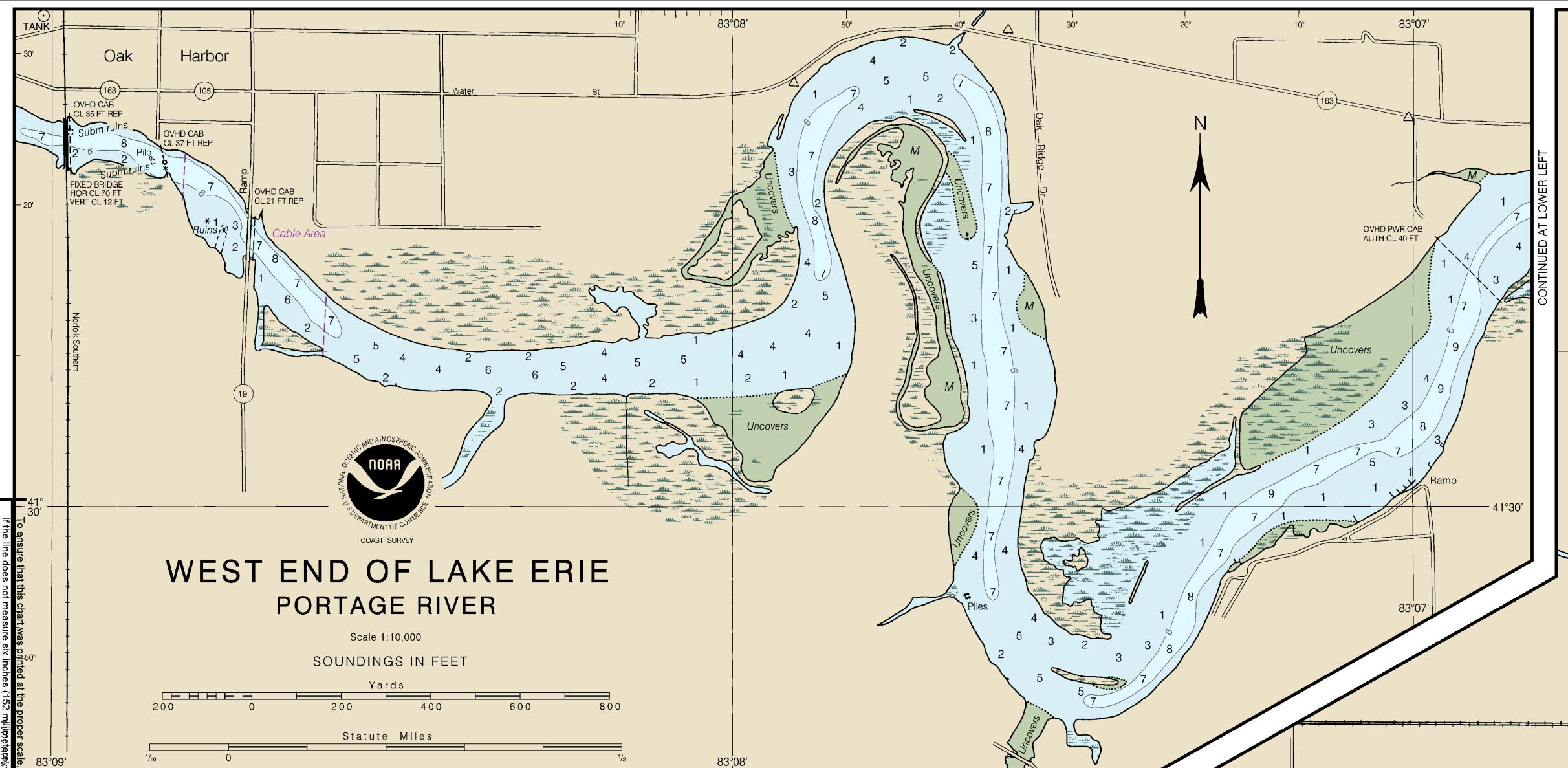
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)



14846 14th Ed., Nov. /10; Corrected Through NM Nov. 20/10, LNM Nov. 09/10

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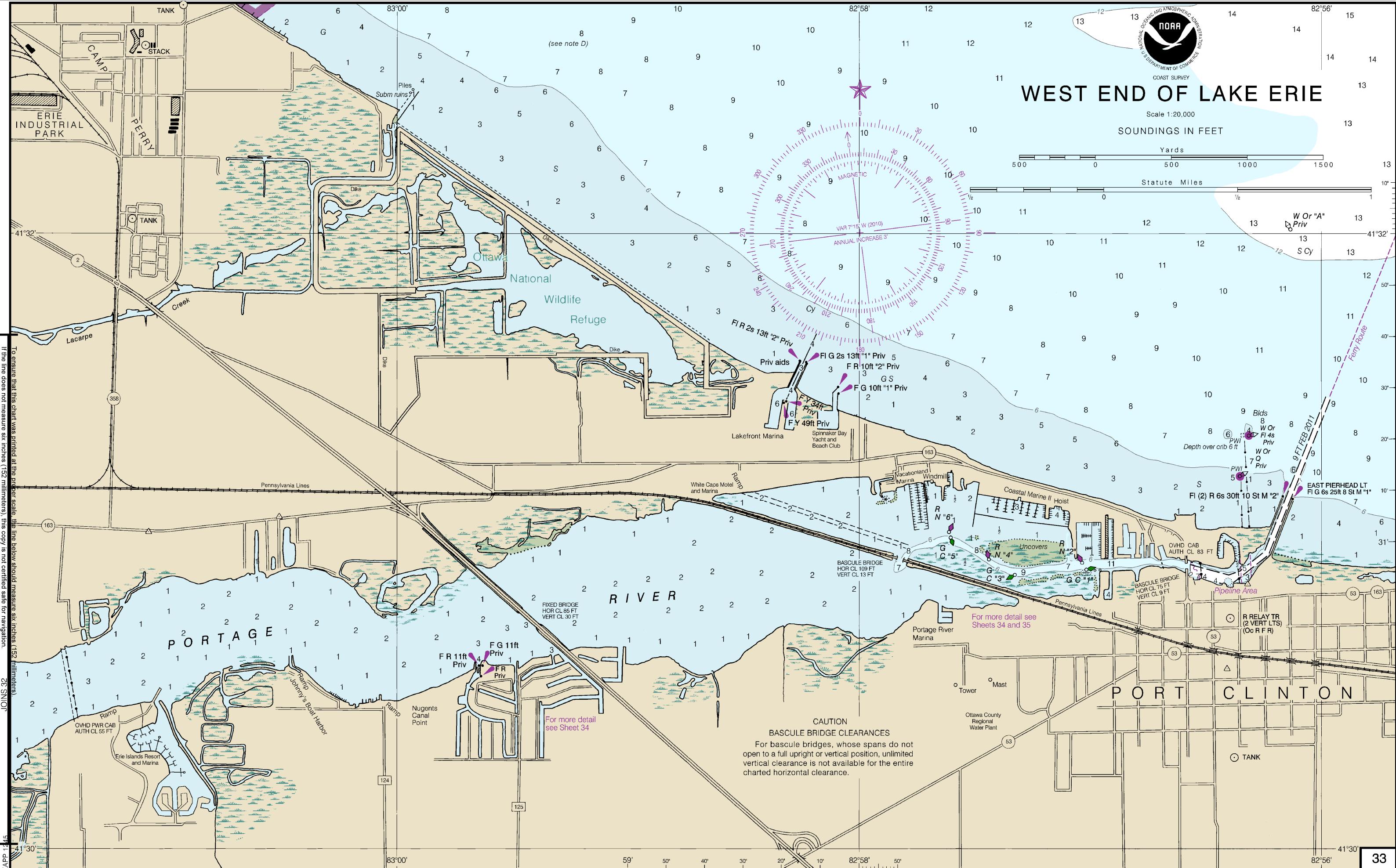
Last Correction: 10/3/2014. Cleared through

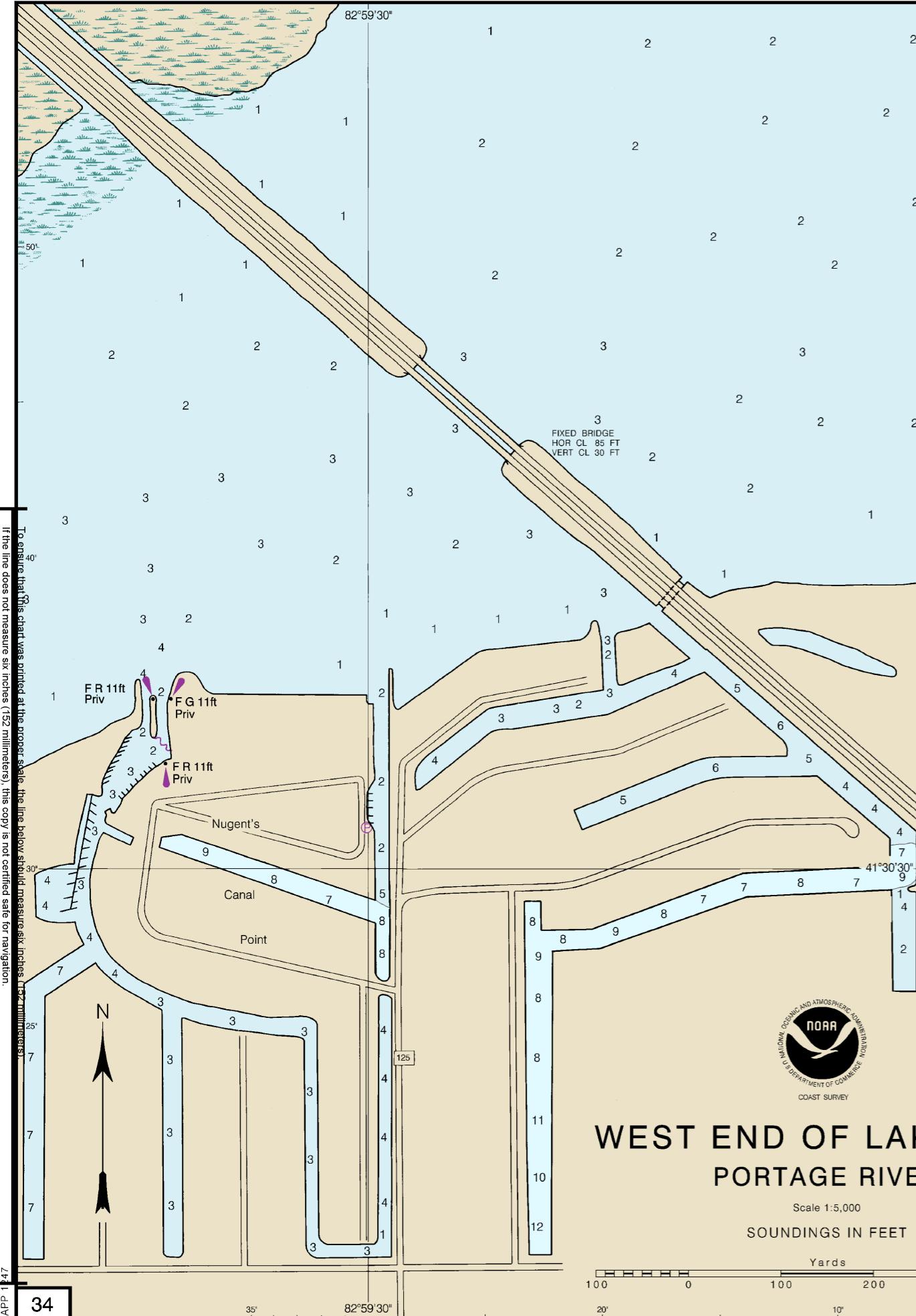
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)

WEST END OF LAKE ERIE

Scale 1:20,000

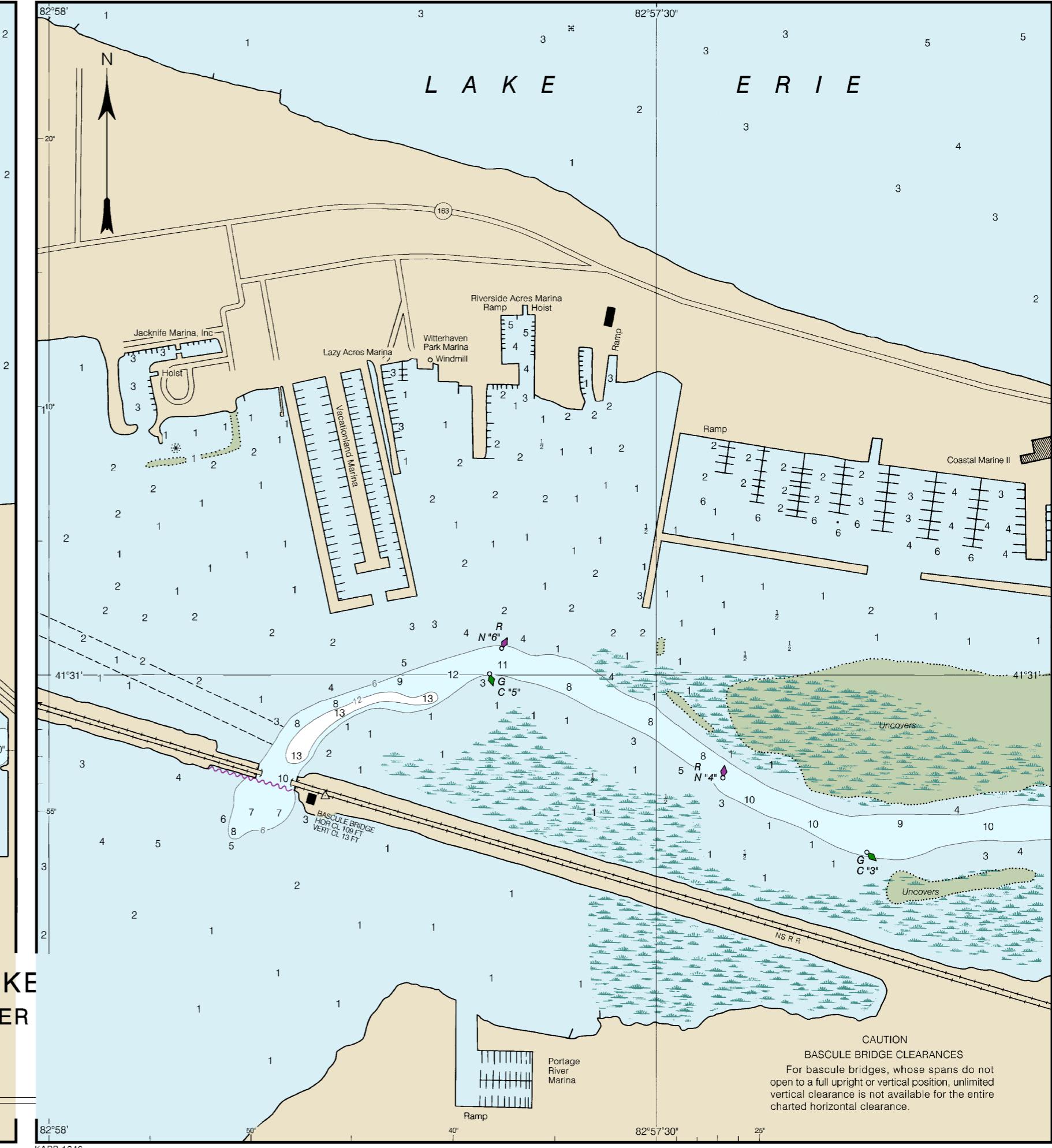
SOUNDINGS IN FEET





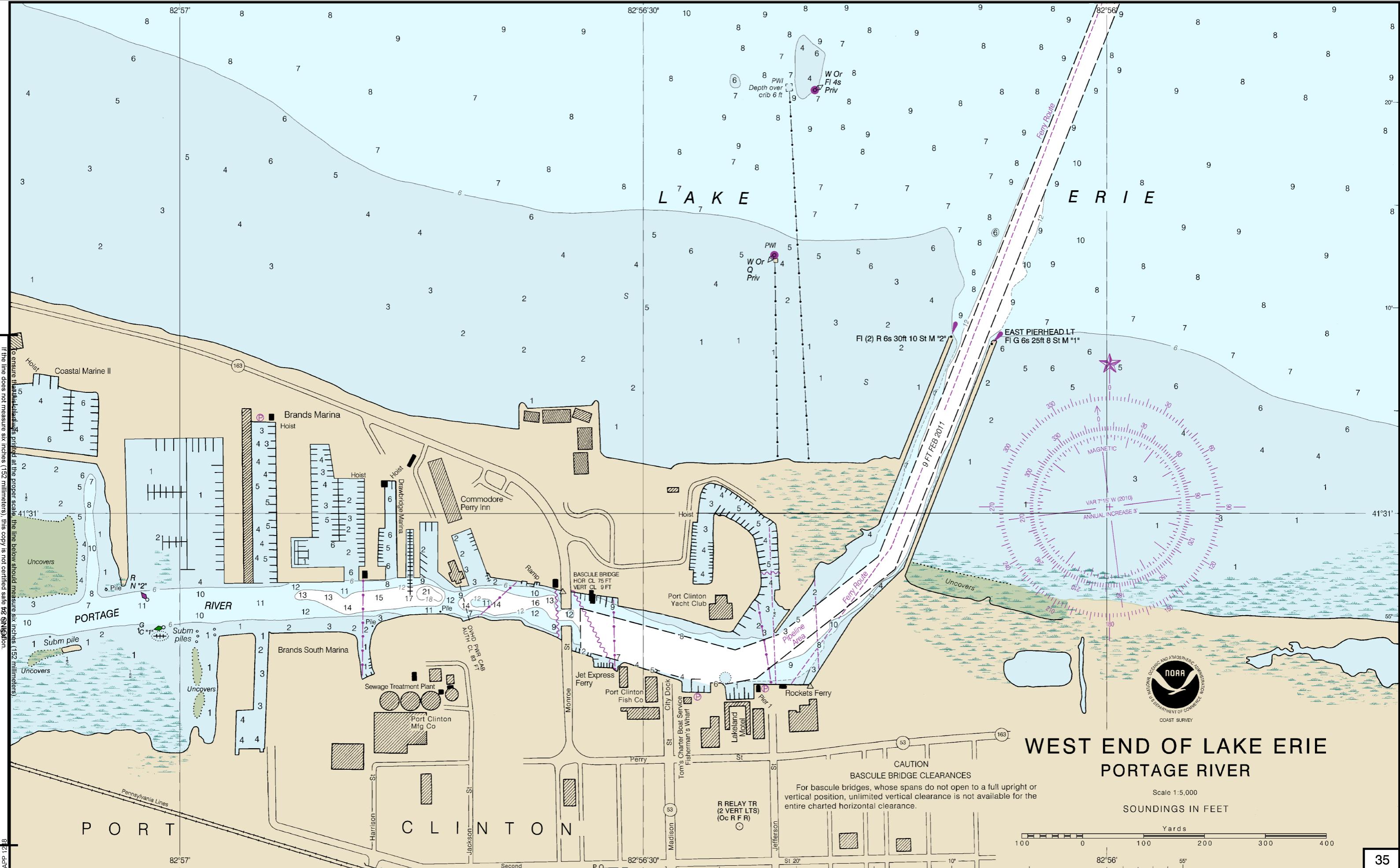
14846 14th Ed., Nov. /10; Corrected Through NM Nov. 20/10, LNM Nov. 09/10

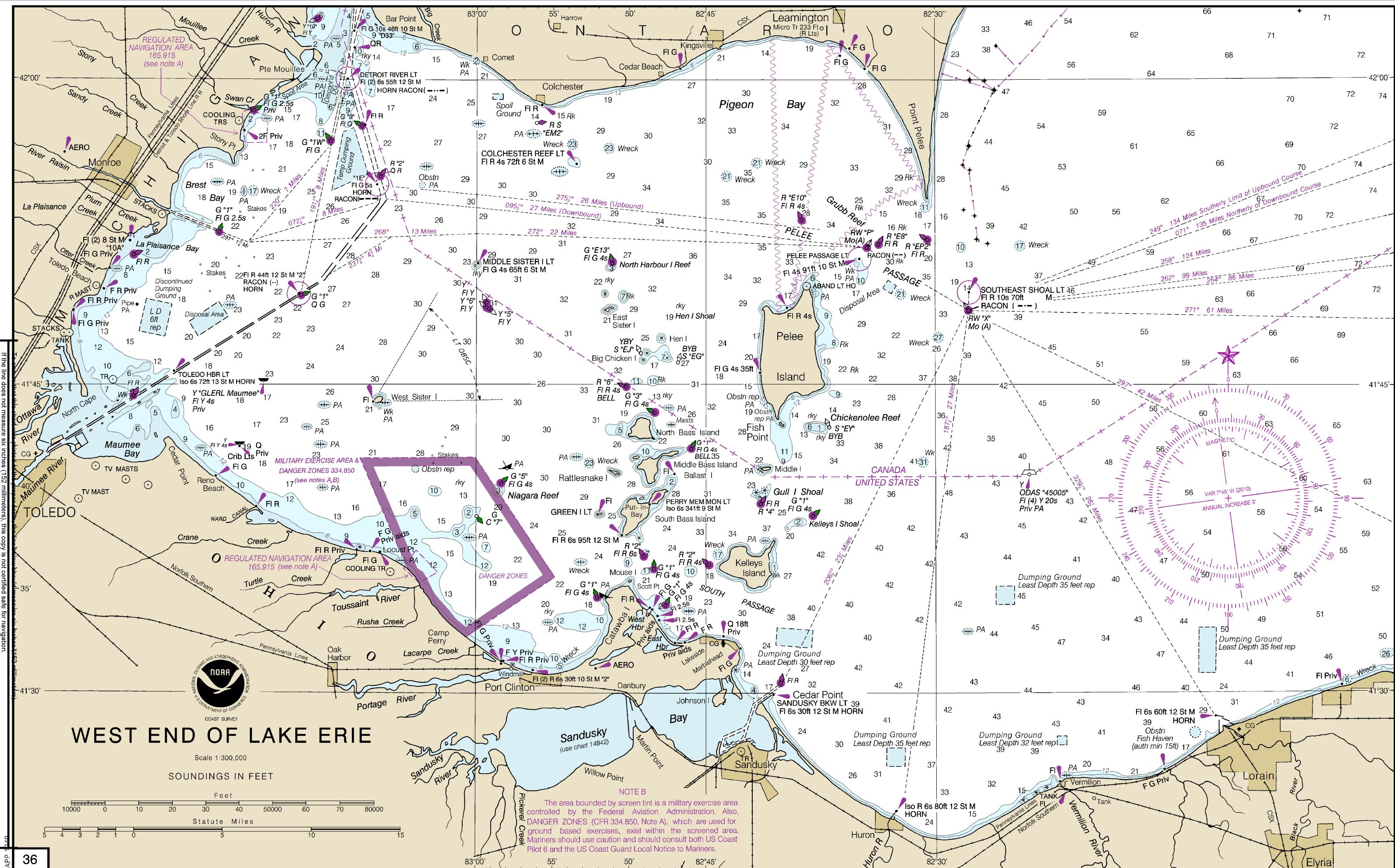
Last Correction: 6/21/2012. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)



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14846 14th Ed., Nov. /10

Last Correction: 8/3/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)

MARINE WEATHER INFORMATION

DECODE FOR LAKE AND SEAWAY MARINE FORECASTS (MAFOR)

MAFOR YYG ₁ G ₁ / (NAME OF LAKE) 1GDF _m W ₁									
KEYWORD (Indicating Marine Forecast)	DAY OF MONTH (GMT)	TIME (GMT) FORECAST PERIOD BEGINS	SOLIDUS	NAME OF LAKE OR SEAWAY*	GROUP INDICATOR	FORECAST PERIOD	WIND DIRECTION	WIND SPEED	FORECAST WEATHER
YY	G ₁ G ₁	/		SUPERIOR *	1	G	D	F _m	W ₁
MAFOR	06	12	/	SUPERIOR *		6	8	3	0
HEIGHT OF WAVES IN FEET AT END OF THE MESSAGE FOR EACH LAKE, FOR THE ENTIRE PERIOD									
WAVES 5 TO 10 FEET									

↓ ↓ ↓ ↓

G - FORECAST PERIOD	
0 - Conditions at beginning of forecast period	1 - Valid for 3 hours
1 - Valid for 6 hours	2 - Valid for 9 hours
2 - Valid for 12 hours	3 - Valid for 18 hours
3 - Valid for 24 hours	4 - Valid for 48 hours
4 - Valid for 72 hours	5 - Occasionally

D - WIND DIRECTION	
0 - Calm	1 - Northeast
1 - East	2 - Southeast
2 - South	3 - Southwest
3 - West	4 - Northwest
4 - North	5 - Variable

F _m - WIND SPEED	
0 - 0 to 10 knots	1 - 11 to 16 knots
1 - 17 to 21 knots	2 - 22 to 27 knots
2 - 28 to 33 knots	3 - 34 to 40 knots
3 - 41 to 47 knots	4 - 48 to 55 knots
4 - 56 to 63 knots	5 - 64 knots & above

W ₁ - FORECAST WEATHER	
0 - Moderate or good visibility, more than 3 nautical miles	1 - Risk of accumulation of ice on superstructures (Temp. 23° to 32° F.)
2 - Strong risk, accumulation of ice on superstructures (Temp. below 23°F.)	3 - Mist (visibility ½ to 3 nautical miles)
4 - Fog (visibility less than ½ nautical miles)	5 - Drizzle
5 - Rain	6 - Rain
6 - Snow, or rain and snow	7 - Snow, or rain and snow
7 - Squally weather with or without showers	8 - Thunderstorms
8 - Thunderstorms	9 - Thunderstorms

*Statement in plain language of Gale or Storm Warnings, if any are in effect, will follow the name of lake or seaway. Small Craft Advisories are not included in Mafor broadcasts. Time of warnings are in Eastern Standard Time (EST).

The forecast 1GDF_mW₁ may be repeated as many times as necessary to describe the changes in wind and weather expected in a given area during the 24-hour forecast period. The forecast 1GDF_mW₁ in which G=1-8, refers to the forecast weather commencing at the time given in the group YYG₁G₁/ and continuing through the period indicated by G. Subsequent 1GDF_mW₁ (G=1-8) indicate the period of time that the described weather is forecast to persist, commencing at the end of the period specified in the preceding group 1GDF_mW₁ (G=1-8). Any forecast 1GDF_mW₁ (G=1-8) may be followed by 1GDF_mW₁ (G=9); in such cases, G=9 indicates a phenomenon forecast to occur occasionally in the forecast period. On occasion, plain language words are used to describe weather conditions not easily described by the code tables; times are stated in EST.

Wave forecast indicates the expected wave heights at the downwind end or side of the lake; this being the area where the wave height buildup is greatest. Times in EST. Wave heights are usually specified as a range for the 24-hour period, but significant changes (generally variations of more than 5 feet) will be stated.

Forecast periods begin at 0000, 0600, 1200 and 1800 Greenwich Mean Time; equivalent Eastern Standard Times are 7 pm, 1 am, 7 am and 1 pm, respectively.

SCHEDULED MAFOR WEATHER FORECASTS (BY MARINE RADIOTELEPHONE STATIONS)				SCHEDULED PLAIN LANGUAGE WEATHER FORECASTS (BY U.S. COAST GUARD RADIO STATIONS)																																			
CITY & STATION	FREQUENCY	SCHEDULE (EST)	LOCATION	CITY & STATION	FREQUENCY	SCHEDULE (EST)	LOCATION																																
Rogers City, Mi. WLC	2514 kHz (Chan. 26) 4369.8 kHz (Chan. 28)	2:45 AM & PM (EST/EDT) 8:45 AM & PM	45°24'19"N 83°46'16"W	Sault Ste. Marie, Mi. NOG	157.1 MHz (Chan. 22)	Every 3 hours beginning at 12:05 AM																																	
CONTINUOUS WEATHER BROADCASTS (By National Weather Service Radio Stations)																																							
<table border="1"> <thead> <tr> <th>CITY</th> <th>STATION</th> <th>FREQUENCY</th> <th>SCHEDULE</th> </tr> </thead> <tbody> <tr> <td>Toledo, Ohio</td> <td>WXL-51</td> <td>162.55 MHz</td> <td>24 hours a day</td> </tr> <tr> <td>Cleveland, Ohio</td> <td>KHB-59</td> <td>162.55 MHz</td> <td>24 hours a day</td> </tr> <tr> <td>Detroit, Michigan</td> <td>KEC-63</td> <td>162.55 MHz</td> <td>24 hours a day</td> </tr> <tr> <td>Sandusky, Ohio</td> <td>KHB-97</td> <td>162.40 MHz</td> <td>24 hours a day</td> </tr> <tr> <td>Adrian, Ohio</td> <td>WNG-647</td> <td>162.45 MHz</td> <td>24 hours a day</td> </tr> <tr> <td>Akron, Ohio</td> <td>KDO-94</td> <td>162.40 MHz</td> <td>24 hours a day</td> </tr> <tr> <td>Grafton, Ohio</td> <td>WNG-698</td> <td>162.50 MHz</td> <td>24 hours a day</td> </tr> </tbody> </table>								CITY	STATION	FREQUENCY	SCHEDULE	Toledo, Ohio	WXL-51	162.55 MHz	24 hours a day	Cleveland, Ohio	KHB-59	162.55 MHz	24 hours a day	Detroit, Michigan	KEC-63	162.55 MHz	24 hours a day	Sandusky, Ohio	KHB-97	162.40 MHz	24 hours a day	Adrian, Ohio	WNG-647	162.45 MHz	24 hours a day	Akron, Ohio	KDO-94	162.40 MHz	24 hours a day	Grafton, Ohio	WNG-698	162.50 MHz	24 hours a day
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